

(ESTABLISHED 1881.)

813 PER ANNUM.

one of the happiest events in the history of the Colony, the marriage of Miss Hill Brackenbury, the friend and companion of Lady Lugard, to Captain Taylor, the principal A.F.C. to His Excellency Sir Frederick Lugard, the Governor. Since their Excellencies entered into residence at Government House, the old red pile has taken on a new colouring. For some years it might have been an official mausoleum, whence strange edicts emanated; but with the coming of this charming chaineine, accompanied by a couple of charming "bosch secret" as known in the colony, there has been a complete change. And even the phlegmatic natives, who have never been infected by the bacillus of "All the world loves a lover," and when there is a suspicion of romance behind it all, the world for the nonce finds there is little else worth talking about. The happy couple came in today to celebrate their nuptials, but it is doubtful whether the good wishes which were showered upon them could have been exceeded or more honestly offered in any other centre of British life. It is needless to refer to the enthusiastic demonstration which greeted and acclaimed their entrance into the married state. We need only say that if the find their course set in as pleasant grooves as it has been during their stay in Hongkong, and the auspicious opening to a new life is a true augury of what is in store for them, their future is bright and assured. In common with our countrymen we offer our congratulations to the newly-married couple, whose happiness has given a zest and a filip to life in Hongkong.

A BUDGET OF BILLS.

(and October.)

Provided that all goes well, and that there is no unseasonable interruption on the part of some querulous questioner, the members of the Legislative Council are expected to get to pass the five important Bills, which will take place to-morrow afternoon. And should precedent be followed to its bitter end, the Council may possibly see the five Bills through Committee and passed into law, subject to the recommendation of His Excellency the Governor. Such celebrity would be amazing even were the Bills of the ordinary, matter-of-fact character, and purely technical type. But among the members which it is proposed to rush through the Council, the breakneck speed of the Appropriation Bill, which provides an annual close on five million dollars for the use of the various executive departments; the Bill to prevent the publication of seditious matter in the Colony; and the Bill under which it is proposed to limit the imposition of public exposure in the stocks. Any single one of those Bills would, we fancy, provide ample food for the most vigorous reflection and prompt, innumerable questions, submitted to the consideration of the average member. The Appropriation Bill would be demanded with respect to the various entries in the Estimates for 1908, together with the reasons for their inclusion when the finances of the Colony are, at a low ebb and seem likely to fall lower still. There was, indeed, a time when the representatives of the people challenged every other vote in order that the Government might be compelled to give a clear and definite exposition of the meaning and the definite object of the item which annually appears in every page of the Estimates. We allude, of course, to the others to the redoubtable champion of the taxpayers, although elected by the Chamber of Commerce, Mr. T. F. Whitehead. No doubt Mr. Whitehead's tactics irritated and annoyed the official members who had to maintain the importance and dignity of the departments they represented, and there is not the slightest question that they received the sympathy of the free press writers in having to submit to the trivialities of the Chamber of Commerce obstructionists; but whether trivial questions had to be answered, and answered in a manner that satisfied the alert and keen-witted champions of the ratepayers' interests. It must not be forgotten that these unofficial members were constantly hammering at the Government for specific statements and that effectual were their methods that the Government officials were brought to that stage where they were obliged to answer for their own accord. Nowadays, the electioneering of the Council are not even vouchsafed the smallest amount of consideration; they receive the copy of a Bill which is introduced without a single superfluous word, they murmur "aye" with the docility of a flock of lambs, and the next thing they know is that the Bill, any Bill, has passed into law. As to the purpose of the Bill, or whether it has any purpose at all, they may be totally in the dark. That is not to say, that because there is no purpose suggested by those who have the gift of the pen, that the Colony will be better managed, or the Colony's interests more satisfactorily safeguarded. The result usually proves to be the case, for the simple reason that long-winded dissertations are seldom dom to the point and almost invariably prove to be a weariness to the flesh. But a series of judicious questions—and the cross-examiner would find himself in clover with the Estimates for his part of the day—clear statements regarding the policy of the Government, at a time when the financial clouds are threatening a dissolution that might prove invaluable to the mercantile and shipping interests of the Colony. It seems absurd to fancy, for a moment, that the Government seriously believe the Estimates, or rather the Appropriation Bill—and four other measures—can be adequately discussed at a single sitting of the Council. We will not suggest that the idea is preposterous, because that might be construed into a reflection on those who have been especially appointed to protect the pockets of the community generally, but we may say that Singapore, Ceylon and the Crown Colonies in the West Indies have yet to learn how the Estimates of the forthcoming year's expenditure are to be explained, expounded, discussed and finally adopted within the space of half-an-hour. Singapore devotes several prolonged sittings to the discussion of the Budget. Ceylon produces all its talented members, and, leaving the Government's proposals, but in order that the Government's domestic policy may be thoroughly questioned out. While it is not so very long ago that the people of Jamaica through their Council representatives made matters so uncomfortably warm for a material and autocratic Governor who was disinclined to accept local views as to the advisability or otherwise of retaining certain items on the Estimates, that he was only too glad to seek a less combative sphere for the exercise of his combated abilities. But it was all done in order that the interests of the residents, the people of the island, should be considered; and we would with all our hearts

that the interests of those who have built up the Colony of Hongkong and made it what it is to-day, who have converted a barren rock into a centre of industrial enterprise and, perhaps in time, of agricultural activity, to say nothing of its importance as a distributing entrepot of trade, should receive first consideration even in preference to those illusory Imperial projects towards which we contribute so much, a fraction less than a fifth of our total expenditure, and receive so little in return. Surely, if these considerations were at all with the official members they would demand that full and adequate opportunity be allowed for the discussion of the numerous points which call for elucidation in the Estimates, and refuse to be treated as impermanent children whose foibles have to be overlooked and whose faults must be regarded more with sorrow than with anger. Even the Governor himself recognized that, in dealing with the votes for the department of expenditure, it is really no reason why the Colonial Secretary should move the five second readings *en bloc* and so end the matter. The innovation might be a trifle startling at first, and some busybodies who should be minding their own business might deem it unconstitutional, but we are quite prepared to believe that with a little skill and patching together of precedents the clever caustic could produce May's Parliamentary Practice in substantiation of his argument that there is ample authority for the procedure being proposed. We have previously referred to the single clause Bill to prevent the publication of seditious matter, and we have already shown that none of the elected members, unless they have some backdoor means of information, can possibly know in what degree this new Ordinance will interfere with the liberty of the Press. Yet the Council is to be asked to accept the principle of the Bill and there being only one clause, which, however, covers every trick of speech that concerns the earth, the sky and the water under the earth—the members will be invited to pass it through committee. Mr. Rees Davis, the Attorney-General, who is in charge of the Bill, may know all about the seditious things that are said in Hongkong about the Government of China, the rapacity of mandarins, the impotence of the imperial authorities, the efforts of the Cantonese in particular to advance their province in despite of the hungry claims of a Central Government, which fears that it may be robbed of its legitimate "squeezes"—Mr. Rees Davis may know all that and more, but we venture to doubt it. How he will attempt to justify the introduction of the Bill and (having brought the members of Council into a happy, contented and benignant frame of mind) its final adoption on the third reading, remains to be seen. We do not question his diplomatic abilities, but we shall be interested to see how they are exercised. As for the Stocks Bill every reader of the *Hongkong Telegraph* is well aware of our views on that head. It is the last of the five Bills set down for the second reading; and if anybody gives it a thought except to knock it down and kick it through committee we shall be greatly surprised. When all is said and done the proceedings at the Legislative Council tomorrow afternoon should prove vastly entertaining—for the cynic.

HONGKONG'S ALLEGED DUTY TO CHINA.

(3rd October.)

From the unequivocal statements which appear in the Shanghai newspapers it might readily be assumed by those unwary of the real state of affairs that a considerable section of the inhabitants of Hongkong is driving an extensive and lucrative trade in the smuggling of arms and ammunition into the province of Kwangtung. Not only that, but it has been made to appear as if this illicit traffic was being carried on with the cognizance of the police authorities and under the eyes of the Commissioner of the Imperial Maritime Customs resident in the Colony. At every body in Hongkong knows, such a conclusion would be most unjust, for not only would it be unfounded but it would be a direct travesty of the truth and an unwarranted slur on those who are specially appointed to prevent any contravention of the Arms Ordinance. It is perfectly true that there have been no cases before the magistrates of attempted smuggling of arms on the part of Chinese boatmen for some considerable time, but that does not mean to say there has been any slackening in the vigilance of the officers detailed to perform this particular duty of enforcing the law against the illicit exportation of arms. If it proves anything at all, it proves that the watch maintained by the detectives is so strict and the examination of suspicious cargo so vigorous that conspirators find it practically impossible to circumvent the representatives of the law and, as a result, obliged to seek other shores whence to ship their illegal consignments. It is not to be denied that an occasional rift and a few rounds of ammunition are successfully piloted through to Canton from Hongkong, but the ingenuity required to escape unwelcome attention, the risk of detection, and the heavy penalty which will certainly follow conviction should discourage even the confirmed contrabandist and lead him to reflect on the error of his ways. Moreover, the rewards which are granted for information as to the concealment of arms are sufficiently substantial to fire the cupidity of the professional informer and it is not without the police are without inside news when a coup is in contemplation. We could, if we would, tell of lovely vigils spent in what is officially described as the waters of the Colony by enthusiastic police officers, but the results have seldom been commensurate with the energy displayed. The new regulations which, according to Peking advice, have been arranged between the Hongkong Government and the Imperial Chinese authorities for the purpose of checking the illicit trade in arms between the Colony and the mainland, are, in some respects, of a curious character, and whether practical effect can be given to them is a problem which remains to be solved. For example, we are told that "cargo shipped for Chinese ports must be accompanied with a special permit from the Commissioner of the Imperial Maritime Customs. British Consuls at the Treaty Ports will be instructed to pay special attention to doubtful cargo and investigate it thoroughly before permitting it to proceed to its destination." Does that mean that every bale of goods, every box of trinkets, every parcel large or small which leaves Hongkong for Canton, Amoy or Swatow must be registered in the first instance at the office of the Commissioner of Customs? If so, then we fancy the indoor staff in Hongkong have their work cut out for them, and the examination of the interminable bags of cargo which are shipped daily and nightly from this port to Canton and other Treaty Ports will be more haphazard in the breach than in the observance. Then British consuls are to act as a species of special Customs officer, and "in-

vestigate thoroughly" all doubtful cargo before it is allowed to proceed to its destination. We have the greatest faith in the average British consul and are prepared to believe that for conscientious attention to duty he stands alone, but when it comes to rummaging a "vase" of salt fish or poking through the conglomeration of odds and ends which a Chinaman frequently disguises with the name of cargo, then we "have our doubts." What right has the British Consul to interfere with the particular work of the Imperial Maritime Customs? His has not been appointed to his post at Treaty Ports for the special purpose of protecting Chinese interests, nor is it his calling to act as a spy and an informer, for that is what it amounts to. Then, again, how is he to dispense even-handed justice in extra-territorial Court when he has to combine the functions of prosecutor and judge? We may depend upon it that the British consuls' regulations or no regulations, are not going to keep obliging themselves to undertake duties which in no way pertain to their office. And when all is said and done the Government of Hongkong has as much power to compel a British consul to act in conformity with their wishes as they have to evict Viceroy Cheung from his yamen. We read further that: "All trade between Hongkong and Macao will be subjected to special supervision." That is a fine, elastic and indefinite sentence which may mean anything or nothing. Are the Macao boats to be detained in Hongkong at the whim of some officious flackey puffed up with pride because he has been vested with a temporary semblance of power? The steamboat companies would never tolerate such a condition of things and their protest would have the support of the entire community. Indeed, to read these regulations, which are supposed to be the outcome of negotiations between the Government of Hongkong and the Ministry of Commerce in Peking, one would be inclined to believe that the steamboat companies of Hongkong were making fabulous profits by conniving at the smuggling of arms and ammunition into Chinese territory. As a matter of fact, if the shareholders reap any reward at all from their investments it is only due to the rigid economy and the strict control over the boats exercised by the management of the various lines trading to Canton, Hongmoon and other ports. As for Macao, an infatuated Government, directed from Lisbon, has been consistently driving away some of its principal industries, with the natural consequence that cargoes are increasingly difficult to secure and even the passenger trade shows signs of dwindling away. Besides, if Macao merchants take upon themselves the responsibility of importing firearms from Hongkong, what right have we, a friendly neighbour, to ask the purpose for which they are intended? That is the business of the authorities in Macao and concerns us not in the very slightest degree. No doubt some of us would like to have a finger in the pie, and be in a position to advise the Government of the Portuguese settlement, what to do and how to set their house in order. Advice is cheap, and we firmly believe that there is hardly a Britisher breathing who does not feel himself qualified by the grace of God and the power of the British Constitution—whatever that may be—to set Macao on its feet and make that Colony the pride of the purple Orient. But Macao may be left to manage its own affairs. Another item which figures in the list of regulations, although it is more in the nature of a preamble than anything else, refers to the nefarious operations of Hongkong fishing boats. "This class of craft," we are told, "will be strictly prohibited from carrying any arms whatever in future." Well, we have heard that story before, so that it does not come as a bolt from the blue exactly. The Hongkong fishing boats will go without arms, but there is an evident recrudescence of piratical raids in the vicinity of the Pearl River then they will be permitted to carry weapons for their own protection. It is perfectly certain that if the authorities refuse to grant them that privilege, they will take the law into their own hands, and nobody will blame them. The only sensible paragraph in the whole list of regulations runs as follows: "Substantial rewards will be given by the Commissioner of Customs for information leading to the seizure of contraband arms and ammunition." The law provides for these rewards at present, so that the regulation is not so very wonderful after all. What the fate of these advisers from the wise men in Peking will be, it is not for us to suggest, but we shall not be astonished to learn that they had succumbed to inaction before they had the chance of leaving the capital of China. However, we have yet to hear what the Government of Hongkong have to say on the matter and to learn how they propose to reconcile all the absurdities which characterize these regulations.

HONGKONG BUDGET DEBATE.

It was made abundantly manifest at yesterday's meeting of the Legislative Council that the unofficial members who represent what may fittingly be termed the proletariat of Hongkong had at last taken heed to their ways and given more than a passing glance to the financial prospects of the Colony for the ensuing year. The fact that the two chief speakers enunciated views which may not meet with general acceptance in all cases detracts in no respect from the value of their criticisms, for at least the proof is plain that independent thought and consideration have been given to the plans prepared by the Government. Although the elected members of the Council are carefully segregated when seated at the Legislative Council table, each member being sandwiched between a couple of officials who seem to be for ever observing that "Coddlin's your friend; not Short." It would appear that they have adopted the wise and commendable policy of assembling together for the purpose of discussing the questions which are to come before the Council, and agreeing upon a common basis of understanding as to the line that should be pursued at the formal meeting. At all events such is the conclusion which any reasonable reader of Mr. Hewett's opening remarks must form when he says: "The unofficial members have since discussed these Estimates, and I have been requested to reply for them, though some of the others will have remarks of their own to make." That clearly implies that the people's representatives have abandoned their attitude of splendid isolation towards each other and have determined to give force to the opinions expressed by unity of action. They may not succeed in achieving very much, but at any rate they will not be defeating their own objects by unconsciously trumping their partner's tricks as has happened far too frequently in the past. It is not suggested for a moment that the elected members should necessarily be deemed hostile to the proposals which originate departmentally, but they are undoubtedly required to acquire a keener grasp of official me-

thods, especially at this time when the finances of the Colony are in the most parlous and critical state. Mr. Hewett, as spokesman on behalf of the unofficial members, opened the debate with a speech which dealt succinctly with almost every question of public interest that has agitated the Colony since the opening of the present decade. That is not to say, however, that each and all of his points will secure the approval either of the general community or of his constituents; nor would we pretend to ignore the fact that Mr. Hewett in condemning the acquisition of a firefloat laid himself open to the *riposte* which was so smartly and cleverly taken by the Colonial Secretary. At the outset Mr. Hewett congratulated His Excellency the Governor on the "very satisfactory financial condition of the Colony," though he immediately qualified that, by lamenting the precarious nature of the source of our revenue, thus supplying the sugar coating to the unpalatable pill which must be swallowed. On the question of the military contribution, his observations were entirely in line with the views we have repeatedly expressed; but at this juncture we need not continue the futile operation of basting the air. Coming to the real questions of moment, Mr. Hewett offered a spirited plea for increased activity in connection with the construction of the Kowloon-Canton railway. It cannot be gainsaid that the earlier the British section is completed the earlier shall we be in a position to determine whether Hongkong is likely to benefit from the development of the extensive and fertile territory which at present is largely left to the hazard of nature. In a sarcastic reference, Mr. Hewett plainly showed the attitude of the Government towards a scheme which is calculated to involve an expenditure of between five and six million dollars. Instead of occupying the prominent position warranted by the potential importance it carries, the compilers of the Estimates, no doubt lost in admiration at their genius in readjusting the clerical form of the Budget, had relegated the railway scheme to the list of "non-effective and charitable services," where not one in a thousand might be expected to look for it. Fortunately the immediate result of calling attention to this example of official folly was the statement made by the Governor that in future the affairs of the Kowloon-Canton railway will be set forth in a special section to be provided in the Estimates, so that all who run may read. That promise will not be forgotten by the public, for during the past three or four years the funds of the Colony have been diverted from the Treasury and applied to the railway without a single word of explanation being offered. Indeed, sums amounting to tens of thousands of dollars have been withdrawn by command of the chief authority even before they had been voted by the Legislative Council and when it did ultimately become necessary to secure the vote *pro forma*, the explanation given for the high-handed and autocratic procedure adopted in the first place was so lame and undignified that it amounted to nothing more or less than a slight on the members of the Legislative Council. However, that is past and done with and we are assured of a straighter method of doing business in future, which may be thankful for and for which Sir Frederick Lugard deserves all the credit. With regard to the question of the firefloat it is difficult to understand Mr. Hewett's position when he described what is an "undoubted necessity for the safety of the shipping in the harbour as a 'luxury,' particularly when it is borne in mind that Mr. Hewett represents the P. & O. Company in Hongkong. It may be that he was endeavouring to dissociate his private from his official capacity, but even then the wrench was too violent to be convincing. By all means let the land brigade be brought up to date, although one of the standing subjects of mirth in Hongkong would be lost thereby, but the facilities for coping with steamer fires in the harbour of the Colony cannot on any account be neglected or starved, even if the Volunteers have to go without new brass buttons for a twelvemonth. The suggestion that the Colony should float a loan in order to meet its extraordinary liabilities in preference to the imposing of fresh taxation, is directly opposed to the views held by the Government as expressed by His Excellency the Governor and also in opposition to the principle enunciated and adopted at recent meetings of the Straits Settlements Legislature. If the Colony were in a position to forecast with any degree of accuracy the probable conditions which will follow the settlement of the opium question, and if it could be shown that the resources of the Colony were likely to expand very materially as the result of trade prosperity, the question as to the advisability of raising a loan to meet present exigencies might be decided forthwith. But the situation at present is full of peril and complications. We are entirely at one with Mr. Hewett in believing that the proposed suppression of the opium trade by China is a delusion and a snare, that the real objects of the Chinese advisers to the Imperial Throne, is to advance their own private interests. But Hongkong is bound hand and foot to the will of the British Cabinet, and who is to say that nearly a quarter of our revenue may not be withdrawn from us at any moment? Increased taxation is a burden that the people of Hongkong can ill afford to meet, but it seems to be the only course advisable in the absence of any clear indication of what the future holds in store for us. Mr. Hewett dragged forth the "bleached skeleton of subsidiary coinage and put the whole thing in a nutshell when he said: "We cannot possibly dissociate our coinage from that of the enormous Empire to which we are in close proximity." Exactly; if only a few of our rabid friends would only see it in that light. The Public Works Department naturally widens the scope for criticism, and Mr. Hewett took full advantage of the opportunity to discuss the principles pursued in the erection of public buildings and the provision of works which are necessary for the well-being of the Colony and essential to its prosperity. He animatedly on the length of time required for the building of the Law Courts and the Post Office and while we might be inclined

to agree with him on that point, it is difficult to follow his argument that these buildings constitute "an absolutely unnecessary waste of public funds." The question is whether it is better to devote an annual proportion of the sum towards these "new" buildings or to vote the whole amount at once so that the buildings may be completed in a couple of years? And on the answer to that probably no two persons will agree. It was distinctly novel to have a Biblical quotation cited as an authority on the subject of dressing masonry, but we rather fancy that if Mr. Hewett gives another thought to the citation he will find that the circumstances under which the noise and clamour of hammers and axes were excluded from the precincts of "the house" do not apply in any respect to the erection of a Post Office or even the Law Courts, where profane law is supreme. We all regret, with Mr. Hewett, the postponement of the second section of the Typhoon waterworks scheme, and his views on the question of the necessity for a typhoon shelter will meet with general acceptance. Regarding the Observatory, it is evident that whatever views Mr. Hewett and his colleagues held as to the system of warnings, they are by no means bigoted, and they were well advised when they decided to abandon the project to institute further inquiries into the affairs of the Observatory. Would they have had the heart, even if they had the evidence, to scarify the work of a scientist who is compelled to live on a pittance which a ritualistic parson would regard with aristocratic scorn? There were several other points of interest in the long and important speech addressed by Mr. Hewett to the Council, but they can be dealt with on a future occasion. The only remark we would seek to offer is that with one or two exceptions Mr. Hewett, in dealing with the reforms contemplated, advanced reasons and arguments which we have time and again sought to inculcate, and on most of the questions brought forward submitted views which have been advocated in these columns. Mr. Osborne, who also spoke on the unofficial side, seemed to be obsessed by one idea—the construction of a typhoon shelter. Granted that such a work is of the utmost importance, it is nevertheless impossible to take the breaks off a Highlandman. The suggestion that the money which should be spent on a shelter was being frittered away in architectural luxury will not hold water. He referred to "structures like the Central and Western Markets too costly for our purse, unnecessarily good for their purpose." Is Mr. Osborne aware that the Central Market is one of the most remunerative institutions existing in Hongkong, that it has paid for itself twice over, and that every year sees the revenue derived from it enhanced? The Central Market unnecessarily good for its purpose? By all accounts it is not good enough. And if we are not mistaken Mr. Osborne was one of those on the Sanitary Board who showed sound reason for the extension of the poultry-cleansing section in order that the sanitary conditions might be improved. As a matter of fact, the Central Market is not sufficiently large for all the purposes for which it is required. Then, he would provide the growing district of Kowloon with a \$10,000 market, which would meet the needs of less than a tenth part of the inhabitants. Surely, this is a penny wise, pound foolish policy; for Kowloon is extending every day, and when the railway is in working order it will be the most populous district in the Colony. Neither can we agree with Mr. Osborne that the Chinese should be stinted in their water supply for the benefit of the typhoon shelter. Of course, if it is deemed desirable to encourage plague epidemics and foster infectious diseases generally, by all means reduce the water supply to a minimum, but that policy is scarcely likely to have the support of the thoughtful. On the subject of roads in Kowloon either Mr. Osborne was misinformed or the Director of Public Works was in the dark as to what was being done on the peninsula. We rejoice, however, to find that Mr. Osborne was in favour of fresh taxation if that were the only alternative to the raising of a loan, but his idea that a special tax should, if necessary, be imposed to provide for his *protégé* was not quite so obvious. On the whole, the elected members of the Legislative Council made it clear that whatever their opinions, right or wrong, they had the will and the power to give them vivid expression, and after the dull scenes of sheep-like acquiescence to which we have been accustomed that is a feature which is not without its significance.

ORDERS have been issued for the County cruiser *Kent* to be re-commissioned for another spell of service with the China Squadron. The *Kent* will proceed to Colombo, Ceylon, where she will be met by the cruiser *Amphitrite*, which will convey the relief crew to that port, and the paid-off crew of the *Kent* home. The commissioning will be carried out by Captain C. A. Mareaux, who was recently appointed to succeed Captain Spencer V. V. De la Haye. The *Kent* carries a complement of 700 all told, including 30 officers. The expiring commission of the *Kent* has been a rather uneventful one, the most notable points about it having been the good gunnery and rifle shooting displayed by her crew this year.

THE Manila *Cablenews*, of 24th ult., says:—A lawless element is fast gaining the upper hand in the Chinese district, and assaults and robberies are being committed at an increasing rate daily. Judge Gilbert declares that the Chinese district should be more efficiently policed, and that, in all probability, until this is done there will be no checking the increasing crime. Within the past two months many assaults have been committed upon respectable Chinese, and from the fact that the victims invariably say that robbery was the motive for the assault, when in most cases no trace of robbery can be discovered it is believed that there exists several secret orders which are at war with each other. The respectable residents of the Chinese quarter are complaining of the present state of affairs and many of them are afraid to venture out of doors after night fall. The district is patrolled by a many policemen as the present strength of the force will permit, and until an increase in the force is made the number of policemen doing patrol duty in the Chinese district cannot be enlarged without taking them from one of the other districts which would get be-

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

DISAFFECTION AT NANNING.

SUSPENSION OF BUSINESS.

(From a Correspondent.)

Wuchow, 28th September, 10.30 a.m.

Advices received from Nanning state that business was suspended at that port yesterday.

THE KANCHOW RISING.

TROUBLE SUBSIDING.

(From Our Own Correspondent.)

Shanghai, 30th September, 1.10 p.m.

The Kiangsi trouble is subsiding. Imperial troops are reported to be fighting the Boxers outside the city of Kanchow.

THE WUCHOW EMBUTE.

GOVERNMENT CLIMBS DOWN.

(From a Correspondent.)

Wuchow, 2nd October, 10.20 a.m.

The Likin authorities have yielded to the merchants' protest against the short measure recently introduced. They have conceded the reversion to the standard measures hitherto used.

The newly-established Likin station at Kaisow, by means of which the merchants were made to pay extra taxation, has been abolished.

RUINS COLLAPSE.

THREE PERSONS KILLED; OTHERS INJURED.

(From Our Own Correspondent.)

Shanghai, 2nd October, 3.40 p.m.

The railway to Chinkiang was opened to trial to-day.

The train attained an average speed of thirty-seven miles an hour.

The road will be opened to traffic on the 15th October.

ANTI-CATHOLIC OUTBREAK.

CHAPEL DESTROYED BY RIOTERS.

(From Our Own Correspondent.)

Shanghai, 3rd October, 3.40 p.m.

An anti-Catholic outbreak is reported from the north.

The mob destroyed the Catholic chapel at Chinchiatun near Hangchow.

SHIPPING DISASTER.

JAPANESE STEAMER BURNT.

(From Our Own Correspondent.)

Shanghai, 3rd October, 3.40 p.m.

The Japanese steamer *Nagata Maru No. 14* was burnt out at Chefoo.

TYPHOON WARNING.

The American Consul-General received the telegram quoted below from the Manila Observatory last Monday:—

September 28, 1927, 12.30 p.m.

Typhoon between 21 and 23 lat., in about 138 long., seems to move still N.W.

Typhoon now west of Main Islands moving in a northerly direction probably tending to recurve N.E.

The *Singapore Free Press* understands that the balance of the money paid to the Tanjong Pagar Company for the Docks will be distributed to shareholders sometime next month; at present final accounts from London are awaited and on these coming to hand a second and final distribution will be paid away.

GYMKHANA NOTES.

THE "TIPS."

The saddling bell of to-morrow will toll the knell so far as this season's gymkhanas are concerned. And it will be to the regret of many that the meetings could not be prolonged, especially considering that the sub-committee are not likely to put in an appearance until quite late in the year. Looking back over the meetings that have been held during the last season we have had some really excellent racing.

It was very sporting of the owner to bring down Coxcomb's so late in the season, and as things have turned out he has a very good chance to win the Cup outright. A word of thanks would not be amiss here to the handicapper, who, it is admitted on all sides, has performed his thankless task in a very creditable and efficient manner. I am sure the finish of the last mile and a quarter handicap was exciting enough for anyone, heads dividing the first three ponies.

A few times that have been taken during the past ten days may prove useful to readers, who are not visiting the meeting and having a flutter.

Coxcomb, one mile canter, 2-8, last quarter 31.

Coxcomb, three-quarters of a mile, 1-8, last half mile in the splendid time of 1-1, last quarter 30. This gallop makes Coxcomb's chance appear particularly rosy. In the Challenge Cup, and his style was incomparable, his rush up the last quarter being very fine.

Blue Nile has been galloping ever better than ever and is looking in first rate order, his last half mile yesterday being cut in 1-1 and his last quarter inside 30.

My tip for the Challenge Cup will unhesitatingly be "Coxcomb."

For the once round, Nigel at 10-1, looks distinctly "hot stuff." Old Zepher has been resuscitated from somewhere, probably the dust heap, and is still plodding along as "lucky as ever."

Rust must win the five-furlong event. In fact there is only one pony in the race; the distance suits him to a nicety; the weight will suit him, and I take it Dupree will be the selected jockey. Anyhow this is a strong tip.

The only other racing event, the mile and a quarter handicap, may see an upset. It is about time that our sporting owner who lives half way up the Peak had an innings, and Septima at the weights may "sweep the pot." He is a noted long distance pony and is very game. I fancy, however, he should be ridden right up with his field and not allowed to lag behind.

Gvy.

COWARDLY ASSAULT AT WANCHAI.

FORBIDNERS ATTACK A SCHOOL BOY.

A most cowardly, not to say unwarranted, assault was made at Wanchai yesterday, on a fifteen-year-old school-boy, by name Chan Kam Sing, by two foreigners giving the name of Benito Aligui and Luis Cardoso, both residing at 105, Queen's Road East.

From particulars to hand we gather that shortly after noon yesterday a number of scholars of the Wanchai Government School were on their way home for tuition. As is natural with school boys all over the world they were jostling with each other in the street and chatting loudly. Passing the Wanchai Market they met Aligui, who was riding in a ricksha in the opposite direction. No sooner was his vehicle about to pass the boys, he called upon the puller to stop and springing out of the ricksha, attacked Chan Kam Sing viciously, punching him about the face, causing his mouth to swell. Cardoso joined Aligui at this juncture and administered a few kicks on his friend's behalf. The headmaster of the school—Mr. Yeung Hee—was called to the scene, and the foreigners were arrested. Such was the story related to Mr. Melbourne, at the Police Court, this morning, by a number of scholars when the foreigners were charged with assault.

"What did the complainant say to the accused to bring about this assault?" his Worship asked one of the witnesses.

"Nothing," was the answer. "We were going along the road speaking to Chan Kam Sing. He was wearing a new pair of European shoes and we were telling him how good those shoes were for football and asking him to come and have a game of football."

"Did you see the first accused, Aligui, holding a pair of new shoes in his hand?—We never saw him until he approached us."

Aligui, in his defence, said that the complainant and his friends called him a very bad name. He was on his way home carrying a pair of ladies' shoes in his hand. When he was about to pass the boys he heard something said about new shoes, and he "thought" they were addressing him. Cardoso had nothing to say.

His Worship found both defendants guilty and fined them \$2 each.

FOURTEEN-YEAR-OLD GIRL A SUICIDE.

HANGS HERSELF TO A DOOR.

Seldom have we heard of children committing suicide in Hongkong, but that is what happened in the Central district late last night or early this morning.

A young servant girl, about fourteen years of age, named Chan Ping, employed by a family at 26, Lee Yuen Street East, was found early this morning hanging to the end of a piece of rope in the kitchen. The child's body was discovered by one of the inmates of the house who went into the kitchen to prepare the morning's meal. When the body was found it was hanging to a short piece of rope, which had been looped over the hinge of a door and knotted securely beneath her chin. Evidently, the girl had stood upon a bamboo stool when she adjusted the knot and then kicked the support from under her. Her toes were but a few inches above the floor. Apparently when the rope began to tighten she repeated her deed, for we are given to understand, that her right wrist was woven in the rope above her neck and her fingers grasped the strands of her wrist. It was stated, was cut by the weight of her body, and there were abrasions on her neck where the rope had cut into the skin.

The body was cut down and removed to the morgue, where a doctor certified that death was due to strangulation. It was impossible to-day to ascertain the cause of a girl of such tender years, as the deceased, taking her life, and it will be interesting to learn the details which drove her to such desperate measures.

The destroyers of the China squadron seem to have made good practice with their light quick-firing guns at the recent target practice. It is now pretty certain that the magnificent record of the ship *King Alfred* will not be broken.

THE RAILWAY AFFRAY.

PARTICULARS OF THE INCIDENT.

SUN-ON DISTRICT MAGISTRATE'S INTERVIEW.

(By Our Special Representative.)

When on the 25th ult. we published a report of an assault on a party of surveyors engaged in the preliminary work connected with the Canton-Kowloon Railway (Chinese section) we made it clear that the bald statement that an affray had taken place was all the information that had reached us that day from the interior. It was at a late hour that a member of our staff succeeded in obtaining the scanty news. We printed the report with considerable reserve, since, as we stated, at the time, the avenues for verification were then closed to us. From the very initiation of this railway undertaking an amount of mystery quite incompatible with the traditions of the British Government has been invested around the inspection of the route, the survey of the projected line, and the commencement of the constructional work. So that the presentation of an intelligible and connected history of the building of the line, at each successive stage of its progress, is a task of the utmost difficulty to press scribes. The hole-and-corner manner by which the amounts were appropriated for the initial works, and then spent long before a vote had been taken by the Legislative Council, is another of those strange proceedings which have marked the whole course of procedure in relation to the Kowloon-Canton Railway project.

If such unwelcome caution is taken to keep the public out of the confidence of the Government in what relates to the British section of the line, it will be admitted that, when it comes to matters affecting the Chinese section—wherein the Hongkong taxpayers have a remote indirect interest, since the railway sections are to form a junction at the boundary line between British and Chinese territories—an attempt will be made to keep the public hopelessly out of any information that should be of interest.

The manifest eagerness with which our exclusive report of what may be termed the Sam-chun incident was sought to be stifled convinces us of the fact that every endeavour is being made to seal all outlets wherefrom a "leakage" would be possible, or news from the progressive scene of operations.

It is a peculiar trait of the sleuth-hounds of the Press that they are not easily baffled. In view of the attempted *démolition* of our report (Wednesday) which has been made capital of in certain quarters—our representative, who was responsible for the report, went to some pains to secure a connected narrative of the whole incident.

Obviously, under the circumstances, such a report could only be gathered from Chinese sources, and in our opinion the account which is now presented simply towards the labour which its collection has involved. It is true that from the surveyors' standpoint there may be another version of the story. However, the candour of the narrator may be accepted as genuine from the Chinese side.

To begin with, it should be stated that the construction of the Chinese section of this railway will be carried out under the terms of the Agreement effected between the two contracting parties—the Chinese Government, on the one hand, and the British and Chinese Corporation on the other. The Corporation were represented in Canton during the final stages of the negotiations by their special representative, Mr. J. O. P. Bland; their interests are now in the safe paternal guidance of Messrs. Jardine, Matheson & Co., who stand in identical relation to the Canton-Kowloon Railway (Chinese section) as the Shanghai Railway of the firm did to the Shanghai-Nanking railway opened last year.

For the present month or so the survey of the Chinese section of the railway to Canton has been in progress under the expert direction of the Engineer-in-Chief, Mr. Grove. Starting at the Sam-chun end a party of surveyors has been making steady progress across the district of Sun-On, and it was within this district that the trouble arose the other day—a trouble which, happily, was of the briefest duration.

It should be mentioned that Sam-chun, which is the Cantonese name for the station opened on the 1st of March, 1906, after the Kowloon Convention of 1906, with frontier guard posts, is now in almost daily communication with Hongkong by steam launch. This regular service is usually maintained by the little steamer *Hong On*, but as that vessel was laid up last week for repairs her place has been taken by the *Kwong Lai*. With the exception of Mondays the service is regularly maintained throughout the week. Starting from Hongkong at 6.30 a.m. the steamer proceeds to Sha-tou, which in ordinary weather and tide is reached by about 10.30 a.m. At Sha-tou when the river is shallow the Hongkong passengers are transhipped into boats which then take up the journey to Sam-chun. With an adverse tide the latter place is reached in four hours. The passenger boat runs up right alongside the landing place where the passengers disembark.

The scene of the affray last week is some distance from this important market town, and is reached by traversing a lot of market place, a steady five hours' journey on foot. Reaching Ping Pau-hui (平步墟), our destination, all the material necessary to the present narrative was obtained. Ping Pau-hui may be defined as a sort of market place. It is inhabited by from two to three hundred villagers, who are for the most part able-bodied men, women and children. The village consists of small brick and mud houses and contains a small ancestral temple of the family of Lau. The inhabitants of the place claim ancient lineage with the Lau clan. It was outside Ping Pau-hui that the assault took place.

At Lung Fu-hui (龍福墟) the survey party had their residence. The house, which, as we were informed, the Europeans occupied, is owned by a missionary organization and when not tenanted by the railway engineers is devoted to a school of so-called modern learning.

Lung Fu-hui is situated at a distance of about four li, or a trifle over an English mile, from Ping Pau-hui.

The surveyors usually start work between 7 and 8 o'clock in the morning; knock off at mid-day for their (lunch) recess, and then resume work between 2 and 3 p.m. till 5 p.m.

After luncheon on the 16th day of the 8th moon (23rd Sept.) a survey party started work just outside the village of Ping Pau-hui. The party consisted of one Britisher (whose name we have since ascertained is Mr. Warrington), two *waiyuan* (surveyors), Pan and Tung, eight or ten Chinese "braves" and a few surveying coolies. Usually two British surveyors set out on the present occasion the other (Mr. Fraser) was stated to be ill and confined to his quarters. Upon the party's arrival the villagers declared that they had already been acquainted with the object of their mission by proclamation issued by the authorities. A gang of some 30 or 35 farmers who were working in the fields approached the

waiyuan, whom they begged not to have the ground measured. They alleged that for generations the remains of their ancestors had been lying undisturbed in that sacred soil, and they had been particularly pious in their forefathers' graves; and would the surveyors be kind enough to divert the course of the line from their ground?

Waiyuan Pao, who is acquainted with the English language, then interpreted the request to Mr. Warrington.

There followed a long dialogue, after this, a representative of the surveyors, much to the surprise of the villagers, made a speech in English. It speaks much for the surveyors' forbearance that, at no stage of the discussion, which was developing into some degree of warmth on the part of the natives, did they manifest intolerance with the attitude of the villagers.

Ultimately the *waiyuan* was requested to inform the men that the survey was not there for their own pleasure. The inhabitants of the district should have known from the published injunctions of the official proclamation that the party were carrying on the work under instructions from the Imperial Government. The railway had to follow a certain course and the line could not be made to divert at any one's whimsical pleasure.

This baroque concluded, the surveyors proceeded to resume their work. When the villagers gave manifestation of considerable excitement. Perceiving that the crowd was bent upon mischief the railway men proceeded to put themselves on the defensive. They barely prepared themselves for an assault when the coolies were set upon. Ng Fuk, the head of the coolie gang, a slightly-built Chinaman of about 40 years of age, received a nasty blow on the head which drew blood. The villagers armed themselves with bamboo poles, and any other weapon they could readily lay their hands on. Ng Fuk apparently bore the brunt of the assault, although it was stated that Mr. Warrington received three blows on the back with bamboo.

Once the assault began the ranks of the assailants were increased by reinforcements from the village. Seeing that they were hopelessly out-numbered, and believing discretion the better part of valour, the survey party began to beat a retreat in the direction of their quarters. Such of the spuller instruments as the moment the party could carry away with them without provoking impediments they successfully removed as they hastened from the scene of the disturbance. But what was described to us as a tripod and such other encumbrances as were too bulky to be easily handled by the retreating party, were taken by the Chinese, as well as axes which were used by the coolies for chopping down trees, or brushwood, that obstructed the engineers in their work.

The party reached their lodgings after 7 p.m. No other incident occurred that night.

On the following morning two elders of the village proceeded to Lung Fu-hui for an interview with the surveyors. The elders begged the party to desist from any work out-of-doors that day, as in the then temper of the villagers the elders could not restrain the mob from any act of violence. They would not, therefore, hold themselves responsible for any untoward action of their men that day. That was on Tuesday, 24th inst. The day was wholly uneventful.

Meanwhile it appears the district authorities were communicated with as to the incidents that took place on Monday; for on Wednesday, the 25th inst., the magistrate of Sun-On in person, attended by a bodyguard of fifty "braves," armed with rifles or "long guns," as put to our representative in Chinese—arrived at Ping Pau-hui. The magistrate summoned the elders before his presence. A long conference was held. Beyond that the matter was left to be informed what business the villagers had in interfering with the survey party in their peaceful mission, nothing is definitely known of what transpired at the conference.

The district magistrate remained at Ping Pau-hui two days, and departed therefrom on the morning of the 26th day of the 8th moon (27th Sept.).

It is asserted, but the only authority for the statement is Chinese information, that when Messrs. Warrington and Fraser resumed survey they armed themselves with revolvers for self-defence.

Having completed the survey of the village where the clash with native susceptibilities had taken place, the survey party proceeded on their course, and at latest report were said to have traversed over the Sun-On district into Tung Kun, their goal being the thriving market-town of Shek Lung, the capital seat of the district.

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At Lung Fu-hui (龍福墟) the survey party had their residence. The house, which, as we were informed, the Europeans occupied, is owned by a missionary organization and when not tenanted by the railway engineers is devoted to a school of so-called modern learning.

Lung Fu-hui is situated at a distance of about four li, or a trifle over an English mile, from Ping Pau-hui.

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DOUGLAS STEAMSHIP CO., LTD.

ANNUAL MEETING.

The twenty-fourth ordinary general meeting of shareholders of the Douglas Steamship Co., Ltd., was held at noon, last Saturday, at the office of the general managers.

There were present: Mr. P. White (in the chair), Mr. Henry Kewick, Messrs. R. Shaw, A. G. Wood (directors), G. C. C. Master, J. M. Forbes, Dr. J. W. Noble, Mr. J. E. Gomes (secretary), Mr. Chan Tong and Mr. Chan Sui.

The Secretary read the notice calling the meeting.

The Chairman said:—Gentlemen.—The report and accounts having been in your hands some time, I will, with your permission, take them as read. It is with measure of gratification that we are able to come before you with a report showing a marked improvement in the year's working, in the face of the keen competition which we have to meet. During the period covered by this account, cargo has been plentiful; in fact, more than we could cope with, so that we frequently had to shut out cargo—which of necessity went to our competitors—and I can only emphasize the statement made by me at our last general meeting, that the service of the company, which we have been able to have built some two years ago, proved available for the working of the steamers during the year would have been very considerably enhanced. The coast trade of China is increasing in volume, and we have a valuable constituency whose confidence and whose business, it is absolutely necessary we should retain, but to do that we must have more tonnage than we have at present.

The Chairman continued:—The company is at present time and we are confident that such a boat will prove a profitable asset to the company; as all our experience goes to show that only with the most modern type of boat, of large capacity and a low ratio of working expenses, are good profits to be made on the China coast, while, on the other hand, we are equally satisfied that the day of small carriers is past. Reference was made at our last general meeting to the saving in insurance premium, and I am glad to state that the company is able to make a still further reduction in this charge, while expenditure for coal will be less than that of last year. As regards prospects for the current year it is perhaps early to forecast, but the earnings for the first three months are fully up to those of the same period last year, and with a fair trade and the lessened expenses above referred to, I am hopeful of a continuance of the improvement in the position of the company. With reference to the company's funds on mortgage, some of the mortgages have been paid off since the closing of the year's accounts, and the valuations of the company's surveyors show that the properties now held by the company form ample security for the advances made. Gentlemen, I do not know of anything further that I can add, but before proposing the adoption of the report and accounts, I shall be pleased to answer, to the best of my ability, any questions that shareholders may wish to ask.

No questions were asked.

Mr. Forbes proposed the adoption of the report and accounts.

Mr. Master seconded. In doing so, he said, he congratulated the general managers and all those who had anything to do in the matter. He took it that the company's agents up to this coast had also something to do in the matter and he thought congratulations should go to them, too. Continuing, Mr. Master said:—

"This, I think, is the best report that has been presented to shareholders for some years. I was looking up the old reports of 1905, and this is a far better report since and including last year. With regard to the Chairman's remarks about purchasing a new vessel, of course, the general managers and the consulting committee know far more than do shareholders about steamers. I trust every effort will be made to procure a good economical boat that will pay her way. I shall like, in closing my few remarks, to tender thanks to the Chairman. (Applause.)"

The Chairman thanked Mr. Master for his kind remarks, and the motion was carried unanimously.

Mr. Forbes proposed that the Hon. Mr. Kewick, Mr. R. Shaw and Mr. A. G. Wood be re-elected to the Consulting Committee.

Mr. Master seconded.

Dr. Noble proposed the re-election of Messrs. Potts and Lowe as auditors for the coming year.

Mr. Forbes seconded.

Carried.

The Chairman—That is all the business, gentlemen. I trust to give you as good, or even a better, report next year. Dividend warrants will be ready on Monday.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The following were the highest scores made in the Governor's and Chater Cup competition during the month of August:

A. Jenkins	67 scr. = 67
J. H. Pidgeon	64 scr. = 64
G. Gibson	50 + 11 = 61
G. Willis	48 + 12 = 60
P. S. Carruthers	45 + 15 = 60
A. Mackenzie	43 + 17 = 60
R. Baker	43 + 17 = 60
Dr. Evan Jones	42 + 18 = 60
E. W. Terrey	43 + 10 = 53
Dr. J. M. Atkinson	44 + 10 = 54

(There were 50 entries.)

The highest scores made in the Berkeley Cup competition were:

A. Jenkins	59 scr. = 59
R. Baker	58 + 1 = 59
A. Blower	48 + 11 = 59

(There were 31 entries.)

In the Medhurst Cup competition, at 10 p.m. on the 25th August, the only scores were:

J. C. Peter	3 hits.
E. W. Terrey	1 hit.
L. G. Bird	1 hit.

The Pool competitions were won by the following members:

17th to 18th August W. L. Leask	154-10-65
24th to 25th A. Jenkins	99 scr. = 99

LUSITANO CLUB'S "SMOKE"

AN ENJOYABLE EVENING.

In celebration of the joint anniversaries of the Lusitano Club and the Queen of Portugal, members of the Lusitano Club held a smoking concert in the club's spacious ball-room, on Saturday evening last. The building was beautifully illuminated with numerous vari-coloured lanterns, which swayed to a gentle breeze from the balconies, while a transparency of King Carlos, encircled with electric lights, was suspended over the entrance on the facade of the building from the first floor verandah. The ball-room presented a very gay appearance, having been decorated for the occasion, and no little attention was directed to the miniature stage, the erection of which bespoke tasteful talent on the part of the designers.

Shortly after nine o'clock the Portuguese Consul-General—Consulheiro A. G. Romano—J. J. Leiria—arrived, and was received by the Committee and members of the Club, who conducted them to the ball-room, where the toast, "The King and Queen of Portugal" and "Success to the Club Lusitano" were drunk, and the evening's entertainment opened.

The programme got up for the occasion was carefully arranged, and although it lacked sentiment, which was left out with a purpose, variety filled its place. The musical proceedings of the evening were opened by Machado's *Silva*, which was offered their services in support of the occasion. Their selection having been concluded, Mr. J. C. Rostio lived up to the audience by a cello walk on the piano, and very soon his listeners were making an impression on the floor. A song was the next item on the list, and "O Vendedor" was rendered by Mr. A. J. d'Almeida, who, though a trifle nervous, which was responsible, no doubt, for his tangling up in some parts of the song, came out well. He gave place to Mr. J. L. Mendes, who rendered a song of a failed lover in splendid style. In response to the inevitable encore he obliged with another verse. "Astro, Fugido," played on the oboe and violin, by Messrs. S. Pina and E. J. Lopes, a violin solo by Mr. F. Gonzales and a banjo solo by Mr. Graça evoked hearty applause. Mr. H. J. Alves then varied the proceedings with the monologue, "He tried to tell his wife," a very amusing item, while Mr. F. X. Batelha treated the audience to that well-known song, "Jack's the Boy," which was very well received. This brought a very enjoyable evening to a close.

The full programme is as follows:—
1—Piano Solo—"Cade-Valk March"—Mr. J. C. Rostio
2—Song—"O Vendedor"—Mr. A. J. d'Almeida
3—Song—"Jewel of Asia"—Mr. J. L. Mendes
4—Song—"Astro, Fugido"—Mr. F. X. Batelha
5—Violin Solo—"Cade-Valk March"—Mr. S. Pina
6—Violin Solo—"Cade-Valk March"—Mr. E. J. Lopes
7—Song—"He tried to tell his wife"—Mr. H. J. Alves
8—Monologue—"He tried to tell his wife"—Mr. H. J. Alves
9—Song—"Jack's the Boy"—Mr. F. X. Batelha
10—Comic Song—"Jack's the Boy"—Mr. A. Baptista

THE PROTECTION OF TRADE MARKS.

The N. C. D. News has received from the American Consul-General the following translation of a proclamation issued by the Shanghai Taotai for the protection of American Trade-marks:

"I, the Consul-General of the United States of America, in the matter of the protection of American Trade-marks, do hereby prohibit the imitation of a trade-mark of the United States of America on the 7th day of the 8th moon. I received a letter from the American Consul-General Denby, which reads as follows:—

"It has been reported to me by merchants of my country that recently unscrupulous Chinese are manufacturing imitations of well-known American brands of goods, such as kerosene oil, soap, Eagle brand of milk, stoves, stockings, etc. in order to make profit. These imitations are made to appear like the genuine articles, but in reality they are inferior goods which can be sold cheaper than the true things and will make a profit thereon. Take, for example, the Standard Oil Co.'s kerosene, which has gained a world-wide reputation for unvarying quality. It is found that people refill their tins with inferior oil with intention to fraud. They are aware it is dangerous, but they do not heed it. This oil is sold as Standard Oil Co.'s oil brand oil, thereby not simply defrauding the public but seriously injuring the good reputation of an honorable firm. This is not right and if allowed to continue will lead to friction between our friendly nations. Article IX of the Commercial Treaty between the United States and China of 1903 provides:—

"Whereas the United States undertakes to protect the citizens of any country in the exclusive use within the United States of any lawful trademarks, provided that such country agrees by treaty or convention to give like protection to citizens of the United States:—

"Therefore the Government of China, in order to secure such protection in the United States for its subjects, hereby fully protects any citizen, firm or corporation of the United States in the exclusive use in the Empire of China of any lawful trade-mark to the exclusive use of which, in the United States, they are entitled, or which they have adopted and used, or intend to adopt and use as soon as registered, for exclusive use within the Empire of China. To this end the Chinese Government agrees to issue by its proper authorities, proclamations, having the force of law, forbidding all subjects of China from infringing on, imitating, or using in trade, any trade-mark of the United States in the exclusive use of which, in the United States, they are entitled, or which they have adopted and used, or intend to adopt and use as soon as registered, for exclusive use within the Empire of China. 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FASHIONABLE WEDDING IN HONGKONG

MISS HILDA BRACKENBURY MARRIED TO CAPT. P. H. MITCHELL TAYLOR, A.D.C.

THE CEREMONY AT ST. JOHN'S CATHEDRAL.

BRIDE AND BRIDEGROOM RECEIVE GENERAL FELICITATIONS.

"ALL THE WORLD LOVES A LOVER" AT GOVERNMENT HOUSE.

FULL LIST OF PRESENTS AND INVITED GUESTS.

Every element, which would tend to add lustre to the happy occasion, favoured the wedding ceremony at St. John's Cathedral this afternoon, where Miss Hilda Brackenbury, the friend and companion of Lady Lugard, was united in the bonds of wedlock to Captain P. H. Mitchell Taylor, the senior A.D.C. to His Excellency the Governor, Sir Frederick Lugard. It was, perhaps, natural that those principally concerned should have desired that the marriage should be of a semi-private character, on account of the short period which Miss Brackenbury and her fiancé have resided in Hongkong. But anything connected with Government House, and particularly such an unusual and auspicious event as that which was consummated with so much *clat* to-day, is regarded as in the nature of public property. From the day that the wires throbbed from Japan with the intelligence that one of the first social functions which would follow the arrival of their Excellencies in Hongkong, would be the marriage of the charming friend of Lady Lugard and the bluff A.D.C., there was continual speculation as to the date of the wedding. But it was not until the last moment, practically, that the final arrangements were made. Nevertheless, semi-private as the wedding was supposed and intended to be, the Cathedral was thronged with interested spectators to witness the giving-away in marriage of one who, although a comparatively stranger to the Colony, has already become an integral part of the social life which has its centre at the gubernatorial headquarters.

Since His Excellency the Governor took over the reins of office, barely a couple of months ago, the official residence has been located at Mountain Lodge, with the exception of the short intervals when matters of immediate concern required personal supervision on the spot. But it was from Government House that the bride and bridegroom proceeded by way of Garden Road to the Cathedral this afternoon. The route was traversed in chairs carried by the red-coated bearers, who assumed a particularly grandiose swagger as if they were the real protagonists of the day. There were crowds of people who jostled each other in their anxiety to view the bride, and offer her their felicitations. The bridegroom, as usually happens on these occasions, was regarded more in the light of a necessary accessory than anything else, despite his trim uniform of an officer in the Indian Army.

Miss Brackenbury, whose charms were accentuated by the simplicity of her wedding dress which shimmered in the sunlight, was accompanied by Sir Frederick Lugard, while Captain Taylor was supported by his best man, Mr. Brackenbury, brother of the bride, and Private Secretary to His Excellency the Governor. At the entrance to the Cathedral, where there was an extremely varied assortment of people representative of all classes and conditions in the Colony, the chairs were abandoned and the bride, carrying a beautiful bouquet, was escorted down the nave by the Governor, while the four bridesmaids, looking exceedingly fresh and dainty, brought up the rear. Two little pages in sailor uniforms carried the bride's train with a solemnity and consciousness of the responsibility which are not to be described. On the arrival of Captain Taylor, the marriage service began, the Rev. F. T. Johnson officiating.

The Cathedral was decorated with palms and flowering plants, but there was no attempt at ostentatious display, the

predominating note of the whole proceeding, including the function which afterwards took place at Government House, being one of quiet simplicity. It was, indeed, a family affair, in which the chief members of Their Excellencies' suite were concerned, and it was only the accident of their estate which precluded that semi-private which the majority of lovers seek when their mutual regard is approaching its culmination.

The service was fully choral, Mr. Denman Fuller, presiding at the organ, whose rich notes reverberated through the Cathedral when, after the register had been signed, the joyous strains of the wedding march, thundered out their message of rejoicing. Under an archway of drawn swords which was formed by the officers of the Middlesex and Mooltan Regiments, the newly-married couple proceeded to the Cathedral entrance amid the salutations of the onlookers, and thence to Government House, where the usual and time-honoured toasts were offered and pledged with enthusiasm.

A few words of farewell, a host of congratulations from the guests who had been invited to attend the function at Government House, and Captain and Mrs. Taylor had departed for their snug retreat away from the maddening crowd.

DEPARTURE FROM GOVERNMENT HOUSE.

"Happy is the bride that the sun shines on," is a trite old saying, and all Hongkong will cordially wish that the bride of to-day may have her full share of the conjugal felicity and measure of bliss to which the ceremony that was concluded this afternoon opens the way. When the bridal party left Government House a few minutes before the appointed hour, Old Sol was beating down from a sky of fleecy blue in all its brilliancy. Leaving the gubernatorial establishment Miss Brackenbury, who was accompanied by Sir Frederick Lugard, journeyed to the Cathedral in a chair carried by coolies attired in the bright-coloured uniforms associated with the viceregal party in Hongkong.

CATHEDRAL DECORATIONS.

The scene at the Cathedral was indeed a picturesque one. The pretty dresses of the ladies, mingled with the gay uniforms of the officers, stood out in striking contrast with the orthodox garb of the civilian guests. About half an hour before the time fixed for the ceremony people began to arrive at the Cathedral, and by half-past two o'clock the

building was completely filled. Every point of vantage forming the approach to the Cathedral was taken up by an interested crowd, who had gathered to catch a glimpse of the bridal procession. The floral decorations of the Cathedral were, indeed, beautiful, although they were not extensive. On the altar table were many choice blooms of pretty colours and exquisite fragrance. An arch of palms led down the chancel steps. Extended overhead along the aisle were clusters of ferns. In front of the choir stalls young palms were neatly arranged, while at the entrance to the Cathedral the finishing touch was added in miniature, forest of palms at each side of the door. A red carpet ran the length of the aisle up to the altar. Mr. W. J. Tutchet, of the Botanical and Forestry Department, Mrs. Tooker and Mrs. Layton were responsible for the artistic decorations.

BRIDAL PARTY'S ENTRY.

Several minutes before the appointed hour the bridegroom, accompanied by his best man, Mr. A. J. Brackenbury, brother of the bride, Lady Lugard, and Captain Monteiro, private secretary to the Governor of Macao, entered the building and took up a position at the right of the chancel steps. Captain Taylor was wearing his full military uniform.

They were followed by the bride, who was leaning on the arms of Sir Frederick Lugard, her uncle, as she proceeded along the aisle.

THE BRIDAL DRESS.

The bride was attired in a beautiful gown of white satin with point d'esprit chemise, fichu of chiffon, with a long court train, veiled with Irish lace. The bodice of the gown was trimmed with the same material and dotted with roses of white satin. A long veil of tulle with bridal falls of orange blossoms completed the wedding costume. Miss Brackenbury carried a shower bouquet of lotus flower, made by Mrs. B. Layton, and wore a diamond necklace given her by the bridegroom, and other gems.

THE YOUNG BRIDESMAIDS.

Four young bridesmaids were the Misses Phoebe, Iris and Dione May, daughters of the Hon. Mr. F. H. May and Mrs. May, and Miss Aileen Hastings, daughter of Mr. and Mrs. G. Hastings. They wore white silk, Kate Greenaway dresses, trimmed with pretty sashes tied in a rosette under the arms; white silk mittens, and white flowers in their hair. Each carried charming bouquets, and wore gold bangles, the gift of the bridegroom. The pages, who were dressed in sailor uniforms, were the two Masters Keswick, sons of the Hon. Mr. Henry and Mrs. Keswick, and they

appeared to be very proud of the silver boatswain's whistle and chain which were presented to each of them by the bridegroom.

THE CEREMONY.

Immediately the bride set foot in church the choir sang "Hark! hark! my soul, angelic songs are swelling." After which the organ rang out with "The Voice that breathed o'er Eden." The contracting parties then met at the foot of the altar and soon afterwards the hymn "A threefold cord is not quickly broken;" then kneeling, the ceremony proper began, at the close of which the Psalm "The Lord do so to me and more also, if I ought but death part thee and me," was sung to Westley's chant. Then followed the responses from the marriage service. An adjournment was then made to the vestry where the contracting parties signed their names on the register.

As Captain and Mrs. Taylor left the sacred edifice Mendelssohn's "Wedding March" was played on the organ, and a number of military officers lined up on both sides of the aisle and crossed swords. The service was performed by the Rev. F. T. Johnson.

RECEPTION AT GOVERNMENT HOUSE.

At the conclusion of the wedding ceremony, Captain and Mrs. Taylor returned to Government House where a reception was held.

Over 100 persons accepted invitations. Having arrived from the church the bridal party was photographed on the lawn of Government House. Many were the handshakes and hearty congratulations offered the happy couple by the guests. The guests having been received and the cake cut by Mrs. Taylor in true conventional style, His Excellency Sir Frederick Lugard, in a few words, thanked the guests for their presence that afternoon at the marriage of his niece. The toast was enthusiastically received.

Captain Taylor responded briefly, on behalf of himself and wife, thanking them for their kindness and acknowledging the kindly greetings.

At the close of the function, shortly after four o'clock, the happy couple left for the Nine Pins—a group of islands near Macao—on the tender *Stanley*, to spend their honeymoon. A house has been placed at their disposal by the Commissioner of the Chinese Customs, Mr. M. R. M'D. Parr, and they expect to be away for a month.

Mrs. Taylor's going-away dress was made of cream serge, trimmed with lace, and a cream hat to match.

THE GUESTS.

The following guests were present: The Hon. Dr. J. M. and Mrs. Atkinson. His Excellency Major-General Broadwood,

Captain Bonham, Captain and Mrs. Beasley, Mr. Blanchflower, Archdeacon and Mrs. Bannister, Mr. and Mrs. Bird, Sir Henry, Lady and the Misses Berkeley, Mr. and Mrs. J. P. Braga, Mr. A. W. Brebner, Mr. and Mrs. Bribosia, Mr. F. D. Barretto, Mr. A. A. H. Botelho.

The Hon. Mr. W. Chatham, C.M.G., and Mrs. and Miss Chatham, Sir Paul Chater, C.M.G., Miss Case, Captain Crawford (s.s. *Stanley*), Major and Mrs. Chitty, Colonel and Mrs. Carter.

The Hon. Mr. W. Rees Davies, Mr. and Mrs. W. H. Donald, Mr. H. Droze, Captain and Mrs. Dooner, Colonel Dumbleton, Colonel Darling, Mr. and Mrs. d'Esterre.

Rev. and Mrs. J. H. Francis, Mr. and Mrs. Fremantle.

Captain Grenfell.

The Hon. Mr. E. A. Hewett, the Hon. Dr. Ho Kai, C.M.G., Mr. Hutchison, Mr. and Mrs. G. Hastings, Miss Hamilton, Mr. and Mrs. Bertram A. Hale.

Rev. F. T. Johnson, Dr. and Mrs. G. P. Jordan, Mr. and Mrs. F. J. V. Jorge, Jemadar Mohammed Khan (129th Baluchis), honorary A.D.C.

The Hon. Mr. and Mrs. Henry Keswick, Colonel Kent.

Captain and Mrs. J. Lyons, Mr. and Mrs. H. W. Looker, Mr. and Mrs. Miss B. Layton, Mr. G. T. Lloyd, Mrs. Low, Captain and Mrs. Vaughan Lee.

Mr. and Mrs. Marty, Mr. and Mrs. Mashihio, Mr. Moreno, the Hon. Mr. and Mrs. F. H. May, C.M.G., Mr. and Mrs. G. C. Moxon, Mr. and Mrs. Mackay, Mr. and Mrs. G. C. Master, Capt. de Fonseca Monteiro, Miss Mansfield, Colonel and Mrs. Scott Moncrieff.

The Hon. Mr. E. Osborne, Captain Ogilvie, Colonel Price, Major Phillips, Mr. and Mrs. Pearce, Mr. and Mrs. J. C. Peter, Mr. W. R. M'D. Parr, Miss Pearson, Major and Mrs. Parry.

Major Ross, Mr. and Mrs. A. G. Romano, Mr. and Mrs. A. H. Rennie, Mr. and Mrs. E. A. Ram.

Commodore Stokes, R.N., Colonel and Mrs. Seymour, Lieut. Satterthwaite, Mr. Sezenlimay, Mr. Swart, Rev. G. Searle, Dr. and Miss Sanders, and Miss Sanders, Dr. and Mrs. F. O. Siedman, Mr. and Mrs. Henry W. Slade, Miss School, Mr. and Mrs. P. M. N. da Silva.

Mr. Teissier, Mr. and Mrs. A. Turner, Mr. and Mrs. H. P. Tooker, the Hon. Mr. A. M. Thomson, the Hon. Captain and Mrs. Basil R. H. Taylor.

Chevalier and Madame Volpicelli, Herr and Frau Voretzsch.

Mr. Amos P. Wilder, His Honour Mr. A. G. Wise (acting Chief Justice), the Hon.

Mr. Wei Yuk, Mr. P. J. Wodehouse, Captain and Mrs. Walt, Mr. White, R.C.A.

LIST OF PRESENTS.

Following is a list of the presents:—
Sir Frederick and Lady Lugard—Silver tray and tea service.
Sir Frederick Lugard (to bride)—A green jade necklace.
Dr. and Mrs. Atkinson—Opium stool (large).
Capt. Bonham—Four silver sweet dishes.
Mr. A. W. Brebner—Pair of silver mounted cloisonné vases.
Major-General Broadwood—Set of four sweet dishes.
Mr. Brackenbury—A silver cake basket.
Mr. and Mrs. J. P. Braga—A silver frame.
Mrs. H. Bird—Case of six silver liqueur glasses.
Colonel and Mrs. Carter—Silver bridge box.
Mr. and Mrs. Chatham—Pair of silver vases and a silver frame.
Sir Paul Chater—A complete silver dressing table set.
Mr. W. Rees Davies—Silver sugar basin.
Mr. and Mrs. Donald—Set of silver salt-cells.
Mrs. d'Esterre—Silver card case.
Mr. and Mrs. Fremantle—Set of Shakespeare's works.
Mr. and Mrs. Hale—Two brass ornaments.
Mr. and Mrs. Hancock—Set of silver salt-cells.
Miss Aileen Hastings—Four mother-of-pearl dishes.
Mr. A. Haupt—Silver salver.
Mr. and Mrs. Hewett—Silver tea caddy.
Dr. Ho Kai—Silver model of ricksha and coolie, fitted as cruet.
Dr. and Mrs. Jordan—Silver salver.
Mrs. Jorge—Silver cruet set.
Mr. and Mrs. Keswick—A piece of old Chinese embroidery.
Mr. and Mrs. Layton—Pair of silver vases.
Mr. and Mrs. Looker—Silver sweet dish.
Capt. and Mrs. Lyons—A silver frame.
Lady Superior, French Convent (to Miss Brackenbury) Blouse and lace handkerchief. (To Captain Taylor) a dozen embroidered handkerchiefs.
Lady Superior, Italian Convent—A tea jacket.
Mr. and Mrs. May—Set of silver crucifix.
Mr. and Mrs. Mackay—Set of four Chinese coffee tables.
Capt. Nugent—Silver tea caddy.
Mr. Ogilvie—Pair of silver vases.
Mr. B. Osborne—Chinese silver cruet stand.
Mr. and Mrs. Pearce—Tea table cloth.
Mr. Parr—Carved ivory box.
Major and Mrs. Parry—Silver scent bottle.
Mr. and Mrs. Pereira—Carved blackwood card table.
Sir Francis Piggott—A book.
Mr. and Mrs. Ram—A pair of Japanese watercolours, framed.
Mr. and Mrs. Rennie—Five silver branch flower stands and four silver candlesticks.
Major Ross—A fan.
Mr. and Mrs. A. G. Romano—Pair of silver dessert dishes and spoons.
Colonel and Mrs. Seymour—A fan.
Commodore Stokes—Pair of silver vases.
Dr. Sanders } Carved blackwood table.
Miss Sanders }
Miss School }
Miss Pearson }
Mr. and Mrs. Tooker—Opium stool.
Captain and Mrs. Basil Taylor—Case of silver carvers and fish knife.
Herr and Frau Voretzsch—Two silver bowls.
Mr. and Mrs. Volpicelli }
Mr. and Mrs. Bribosia }
Mr. Teissier }
Mr. A. P. Wilder } Silver bowl on blackwood stand.
Mr. Swart }
Mr. de Sezenlimay }
Mr. Moreno }
Mr. Droze }
Capt. Vaughan Lee }
Commander Raikes } A handsome Japanese silver cup.
Commander Grenfell }
Mr. Blanchflower }
Mr. Wodehouse—A pair of gold bracelets.
Mr. Wei Yuk—Silver model of sampan and crew, fitted as cruet.
Mr. A. G. Wise—A fan.
Capt. Worthington—Pair of Japanese vases.



MRS. HILDA TAYLOR (NEE BRACKENBURY).



CAPT. P. H. MITCHELL TAYLOR, A.D.C.

hurricane deck, as compared with accommodation on the other vessels of the *Moldavia* class. The new steamers are to be equipped with a laundry, the use of which on board ships should, as a voyager to reduce in some degree the weight of linen included in his baggage.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber last Thursday. Present: His Excellency the Governor, Sir Frederick Lugard, K.C.M.G., Hon. F. J. May, C.M.G. (Colonial Secretary), Hon. Mr. W. Rogers (Attorney General), Hon. Mr. W. Chalmers, C.M.G. (Director of Public Works), Hon. Com. Basil R. H. Taylor (Harbour Master), Hon. Mr. A. W. Brewin (Registrar-General), Hon. Dr. Ho Kai, M.B., E.S., Hon. Mr. E. Osborne, Hon. Mr. W. Yule, Hon. Mr. E. A. Hewitt, Hon. Mr. Henry Keswick, and Mr. A. G. M. Fletcher (Clerk of Council).

AGENDA.

His Excellency Maj.-Gen. Broadwood, C.B., (the General Officer Commanding the Troops), Hon. Mr. A. M. Thomson (Colonial Treasurer), Hon. Mr. H. E. Pollock, K.C.

MINUTES.

The minutes of the last meeting were read and confirmed.

PAPER.

The Colonial Secretary laid on the table the following paper:—
Report of the Committee appointed to consider and make suggestions for dealing with the Cubicle Question.

FINANCIAL MINUTES.

The Colonial Secretary laid on the table Financial Minutes Nos. 46 and 47. It was agreed that they be referred to the Finance Committee.

The report of the Finance Committee (No. 8) was unanimously adopted.

EXTRA COLONIAL COMPANIES' REGISTERS.

The Attorney-General moved the first reading of a Bill entitled "An Ordinance to amend the Law relating to Companies."

The Colonial Secretary seconded and the Bill was read a first time.

Whereas many companies registered under the Companies Ordinance, 1865, carry on business in places outside the Colony and dealings in their shares are frequent in such places, but there is no provision for keeping local registers of members, and it is expedient that such provision as this Ordinance contains be made in that behalf. The Bill follows generally the terms of the Companies (Colonial) Regulations, Act 1883. The Governor-in-Council is empowered to relieve a company from the necessity of keeping its register at the registered office in Hongkong. In such case the register kept at the head office of the company is to be deemed the register kept under Ordinance of 1865.

THE APPROPRIATION BILL.

The Colonial Secretary moved the second reading of the Bill entitled "An Ordinance to apply a sum not exceeding four million nine hundred and ninety-two thousand nine hundred and fifty-three dollars to the public service of the year 1908."

The Attorney-General seconded.
Of the unofficial members only the representative for the Chamber of Commerce (Mr. E. A. Hewitt) and Mr. E. Osborne (Government nominee) addressed the Council on the Estimates for 1908. Their remarks are appended.

MR. HEWITT'S SPEECH.

The Hon. Mr. Hewitt:—Your Excellency, the Estimates have now been before the unofficial members of the Legislative Council, and having had the advantage of hearing the remarks that Your Excellency made a fortnight ago, the unofficial members have since discussed these estimates and I have been requested to reply for them, though some of the others will have remarks of their own to make. In the first place I think my friends and I are very much pleased to see that the financial condition of the Colony as set forth in the Estimates now before us. Of course, as we are aware and as Your Excellency has pointed out, a very considerable proportion of our revenue is of a precarious nature, more particularly that portion derived from land sales and from the opium monopoly. At the present moment it is unquestionable that trade and business in general are very much depressed. If we required any proof of that statement it is found in the fact that all first class stocks are much depressed and the assessment of property in the city of Victoria is some four per cent. below what it was last year. It is very evident that that increasing expenditure and still further reductions in the revenue to which Your Excellency has referred this year and to which your predecessor referred last year may continue and that the whole of the finances of the Colony will have to be reconsidered. There is therefore one point to which I particularly wish to direct attention. I refer to the question of the military contribution. This was a very old and burning question, as long ago as the sixties, when one of my predecessors in this Colony first resisted the imposition of the military contribution by the Home Government upon this Colony, and later the same gentleman has spoken against it in the House of Commons. Since then it has been repeatedly discussed and the unofficial members have repeatedly complained of the excessive amount which we are called upon to pay by means of the presence of a garrison adds to our property, but the garrison is not maintained for our purposes but for Imperial needs and not entirely for the benefit of the Colony. We do not consider that because we happen to be a Crown Colony we should be called upon to contribute to the military contribution, especially when we see self-governing colonies infinitely wealthier than ourselves only paying a very trifling amount or nothing at all towards a military charge. With all due respect to the power which has levied this exaction upon the Colony I cannot but compare it to the nature of the stand-and-deliver demand from the highwayman who suddenly appears before you, puts a pistol at our heads and says "I have twenty cents in the dollar" while we have to seek what consolation we may find in the thought that we have still 80 cents left for our own needs. The question of the military contribution is one which deserves consideration at an early date. I for one think and have always maintained that it is correct that the Colony should contribute something towards the Imperial troops, but for a small colony the sum of \$1,200,000, as is the amount of our contribution this year, is excessive. There are other charges which are levied upon the Colony, such as the military contribution, with which I am entirely in accord. That is the vote of 46,000 towards the Volunteers. I will not repeat what I have already said on this subject. It is very pleasing to learn that it is going on satisfactorily, but it is discouraging to find that when the Government proposes to found an infantry company a few of the younger members of this community come forward and feel very strongly on the subject of the Volunteers from my past experience. I can only trust that the younger members of the Colony will come forward, knowing that the Government is straining every nerve to improve the status of Volunteers, and enlist as they should do. With regard to the Kowloon Railway, to which there has been very considerable reference, we are all agreed that it is sound business policy to press forward the construction of this railway as promptly as possible, and as Your Excellency during the following debate should find it necessary to call for

an extra vote to meet the needs of the railway I am quite sure the unofficial members will be only too glad to give their support. It was hoped that when the railway was commenced that the work would be completed within three years, but at the present rate of progress I do not see how it would be completed before five years. I understand that it is not a want of funds which is responsible for the delay, but the only trained foremen to supervise the detailed work. I understand that Your Excellency since the last meeting has visited the whole route of the railway and as it is a matter very near to your heart we feel confident that every effort will be made to press on with the work under your guidance. As we are aware it is of vital importance that the railway should be constructed and opened at the earliest possible date. It is estimated that within three years the section from the frontier to Canton will be completed and it is imperative that our portion should be ready at the same time. Those of us who have had experience in North China, Japan, and Indo-China are aware of the great development which follows the opening of railways and the enormous advantages to trade which accrues from any system of railways in the Far East. We are confident that the early opening of the railway must benefit the section from the frontier to Canton as well. With regard to the floating fire engine, the vote for which appeared in the Estimates last year, and has been re-introduced this year, I pointed out last year that, in my opinion, a floating fire engine was a luxury. It would be a good thing, as a second fire engine is required so rarely, that the money should be expended in other directions. It has been suggested that either improvements are required in the fire department, that more powerful engines are required, or that I do not know whether it is fire or not, but I believe that Your Excellency has given this matter your personal attention. If it is imperative that more land engines be provided then they should be purchased. If not I would suggest that the money can be better spent in other directions than in building land engines. With regard to what Your Excellency stated with regard to loans and taxation generally, the unofficial members are entirely of one mind that it is inadvisable to pay for public works out of loans unless absolutely necessary. That necessity has not arisen at the moment. We also agreed that it is most inopportune to increase taxation. If it be necessary to raise fresh funds during the course of the next year the unofficial members are unanimously agreed that it would be advisable to do so by means of a small loan instead of by increased taxation. As regards the question of revenue, as Your Excellency has pointed out, we are in a fortnight ago, our sources are very precarious and we have reason to believe they will be still more precarious in the immediate future. I think it would be opportune, representing the interests I do in this Chamber, to remind Your Excellency of the views of the Chamber of Commerce. A letter was addressed to the Government quite recently concerning the state of the opium trade. The attempt made by the Chinese Government to put down the cultivation of opium in their own country would, I feel sure, be warmly supported by the Treaty Powers of China—certainly by the British Government—if the movement were a genuine one, but we must not allow the Chinese Imperial Government to take advantage of this movement which has arisen partly in China and partly at home to benefit their own trade at the expense of foreign trade. We know that the trade for many years has been very important to this Colony but for the great empire of India, and we also know that the Chinese provincial officials have done everything in their power for many years past to discourage the foreign opium trade, not because they were opposed to opium but because they saw in the foreign opium trade a very active agent working against their own personal interests. It is to the interest of the Chinese opium cultivator that the foreign opium should not compete against them. Foreign opium comes to the market from the whole empire, free of duty and other duties, and is sold by the Imperial Maritime Customs. That represents so much loss to the provincial officials and they do not like it. We know that many of them are taking advantage of what ought to be an honest attempt, to benefit their own interests. We have reason to believe that many are not sincere in their wish to put down production and consumption of opium but are working for their own pockets. With regard to subsidiary coinage, we have at the experiment made by the Government in spending \$50,000 to 1900, a year in purchasing Hongkong subsidiary coinage will have the desired effect of rehabilitating our coinage at an early date. We are not yet in a position to say whether it will be a success or not. If it fails the Government will have to reconsider the question. In the meantime we are anxiously awaiting the report of the committee appointed by Your Excellency to consider this most important matter. The Chamber of Commerce has expressed the Government's view on the subject. We pointed out that whatever steps may be taken by the Hongkong Government can only be of a local and temporary nature. We cannot possibly dissociate our coinage from that of the enormous empire to which we are in close proximity. The only real cure is to insist upon carrying out the provisions of the Mackay Treaty so that all mints shall be placed under imperial control and that there shall be a universal coinage for China. China is the vastest of empires, and the question of public works, on which a large proportion of our revenue is spent, I regret to say that after careful and deliberate consideration, I cannot consider that the present state of affairs is at all satisfactory. Year by year we see important works appear in the estimates and then withdrawn; nothing done, or very little done, and the estimate carried on till next year—and so it goes on. I think myself, and I think the deliberation, that a great part of this delay must be avoided. There is unquestionably delay in the construction of Government works, notably the Law Courts and the Post Office. They are very prominent works at the present moment. Apart from the necessity of preparing plans, sending them home for approval and receiving them again, there has been unnecessary delay. I find that the estimates for the Law Courts appeared in 1905 and we were told by Your Excellency that two years longer would be required to complete the Law Courts. In the present time, supposing the estimate is not exceeded, the Law Courts cost seven lakhs. Including \$100,000 put down for next year, the sum of \$550,000 will have been spent. There still remains \$100,000 to complete the building. I think it is quite reasonable to suppose that the Law Courts will take at least another two or three years before they are completed. And the same with the Post Office. It first appeared in the estimates in 1903. Here again we have \$500,000 included in the estimates for next year, that is to say in 1908 hardly more than half the appropriation for the Post Office shall have been expended. We are asked to believe that it will be completed in two years, but it is more likely to be three, or four years before it is inhabited. I submit that it is an absolutely unnecessary waste of public funds, that such large sums have been put into public buildings from which we get no return. We understand that there are plans to be spent and these buildings should be occupied as quickly as possible. Thus the Law Courts will have taken nine or ten

years to complete and the Post Office seven or eight perhaps more, and in the meantime the Government are paying rent for the large building where part of the Government offices are located. A large profit has been lost to the Government during all these years through delay of the sale or rental of the land at present occupied by the Law Courts and Post Office. This is a very bad financial result. There is another point that adds very much to the delay, the fact that the works are each in the hands of one contractor, and that contractor is allowed practically unlimited time in which to carry out the work. In addition to the time spent in laying the foundations and preparing the plans, etc.—presumably the foundations are laid after the plans have been completed—there is a good deal of delay in the preparation of the building material. The delay in the quarrying of stone from the frontier to Canton and putting it in the narrow open spaces in front of the buildings to be dressed before being placed in position is incredible. My office is near the Post Office and I can see that the work does not progress as it should, while the cutting of the stone is a serious nuisance to anybody living in the neighbourhood and affects a large section of the business community at the present time. I have always marvelled ever since I came to Hongkong that many years ago why Government buildings should be erected on this happy-go-lucky principle. One would have thought that they would have drawn upon the wisdom of the ancients and would have learned possibly to prepare building material in advance, so as to get on rapidly with the work as did the ancient builders of whom we read: "The stone was made ready before it was brought so that there was no hammer nor saw nor any tool of iron heard in the house whilst it was being built." That seems to be the practical way to deal with the situation. It is incredible that after two to three thousand years our Public Works Department should not have learned the lesson. I can only say that no business firm would undertake to build a new office for itself and wait eight or ten years for the completion of the building. It would be most unbusiness-like. They could not afford to build on these terms. It is with very great regret that I learn that the second section of the Tiatum scheme has been delayed. It is quite true we have to cut our coat according to our cloth. It is true that at the moment we have plenty of water, the last two seasons we have had late rains which have filled the reservoirs at the beginning of the dry season. In the past we have had a succession of dry seasons and if we are to have another dry spell it does not follow that we shall not have another severe water famine. It seems to me that the scheme should be completed as quickly as possible. The same applies to the reclamation of insanitary areas, which is stopped for want of funds for another year. Another small but most important point is in connection with the raising of bullocks, for which there is an allowance of \$500. I trust that everything possible will be done to proceed with this work as soon as possible. With regard to the typhoon shelter, I am disappointed that Your Excellency in the first place informed us that the present estimate for the work is nearly double what we were led to believe it would be. It was also disappointing to be told that during the next eighteen months it was not expected to spend more than the small sum of \$150,000 when the typhoon shelter is urgently required. We trust that the work will be proceeded with as promptly and rapidly as possible. The Legislative Council is entirely in the dark as to how the \$1,200,000 for the shelter is to be raised. When a previous estimate of \$830,000 was put before us, we did not want anything elaborate. We want an efficient breakwater sufficiently high to give protection to all the boats in the harbour and to look ahead for the next 50 years. In the meantime, whether the scheme is completed or not, it is still desirable that a small breakwater on this side of the harbour should be maintained, and it is being an Causeway should be dredged. At the present moment it is a shoal-ditch and boats are constantly being lost and a large number of boats are compelled to be outside. On one of our occasions the protection afforded is sufficient, but leaving out of the question the disastrous typhoon of last year I remember a number of typhoons which have blown heavily from the west and boats which took refuge outside would have been inevitably wrecked by such storms. We consider the dredging of Causeway Bay is a matter of urgency. With regard to the condition of the streets, I think it is a matter of great importance that the subject last year and I am glad to find that certain subjects which I made have been acted upon. These, however, are only details, the question of the general condition of the streets remains the same. I maintain we should no longer have macadamised roads in the colony. I cannot but be contented that the question of wood paving is still in the experimental stage in view of the fact that Hong Kong for a considerable time, in the case of the streets, has been paved with gravel and that the prevailing wood paving has proved to be unsatisfactory. Wood paving would be particularly useful on many roads in Hong Kong and it might be laid along the tramway track. At present the condition of this track is most unsatisfactory and will remain so under existing conditions. As a case in point I might refer to the section in Ice House Lane from Queen's Road to Des Voeux Road which is subject to very heavy traffic and is constantly undergoing the work of being laid and relaid. I know what cost has been incurred in repaving that section during the past twelve months. I think it probably would have gone a long way towards wood paving. The initial expense of wood paving is heavy, but once laid it would last for years. Respecting the Land Office at Taiipo, I trust that it will not be long before permanent buildings are erected there. Presumably Taiipo will remain the headquarters of the Government in the New Territory and if that be the case the buildings should be erected. At the present time some of the staff are living in bungalows which is not a proper form of dwelling for Government officials who have to work hard during the day. Besides that it is most wasteful, as they are often destroyed by typhoons, to say nothing of occasional fires such as were experienced a few weeks ago. On the subject of a Blake Pier shelter I trust it is introduced in the estimates for the last time. It is a fair and there is no reason why it should not be carried through as speedily as possible. Before I leave the question of public works I can only repeat that I consider the works are unduly prolonged and dragged over an undue period of years. It is a wasteful and thriftless sort of policy to follow. Every year important public works are demanded and still works ten or fifteen years old are in the estimates. I am very glad to hear that Your Excellency has at last solved the question of communication with Gap Rock and though a cable is not a very satisfactory means of communication it seems to be the only one possible under the circumstances. We trust that the communication will be speedily restored. The new system of storm signals has proved entirely satisfactory. Your Excellency has made no reference to the Post Office at present which, it appears from the Press, was to be closed. It would be interesting to have an official statement on the matter. I am sure that the sum of \$1,190,000 for the Tiatum Agency, speaking for the Chamber of Commerce we recognize that it is not reasonable to ask ratepayers to incur any excessive expenditure for such a service. It is part of a system of postal agencies which the British Government have maintained in different parts of China and it has been repeatedly set forth that it is a most important office to maintain for every practical reason that merchants wish to have some reliable post-office under their own flag through which they can send their correspondence. With regard to the Observatory unofficial members do not consider that it is necessary to have a committee appointed provided you are satisfied that the equipment is all that it should be. We are prepared to leave the matter in the hands of Your Excellency. I can only state that we much appreciate the steps you have already taken to improve communication with Indo-China. I think it may be worth your while to consider whether communication cannot be improved between Mailla and Hongkong. The number of telegrams is limited, but it could be increased if the Government are prepared to give a small sum. In any case we feel satisfied that entirely friendly relations will continue with those few fathers at Sikkim and Mailla who also have a great deal of gratitude. At the last budget I spoke on the question of salaries and I am glad to find that since then the Secretary of State has agreed to the principle that for the present members of the Civil Service should not be paid less than ten dollars to the £. Coming to the form in which the estimates are presented, there has been as Your Excellency is aware a very great improvement during the last two years. There are one or two details to which I would like to draw attention. In the first place there is the question of indexing. I am afraid that the indexing of Government documents is very defective. To a man who wishes to consult estimates in a hurry it is annoying to have an experience such as I had the other day. I was looking up the index in connection with cemeteries. I expected to find the item I was searching for under the heading of "c" but after some trouble I found it under "d" and I was obliged to go to the end of the index. Another point in the estimates is under the heading of public works, under which three overseers were mentioned. Evidence given before the late Commission showed that the whole time of an Executive Engineer was taken up in attending to work for the Building Authority while such little time as was left over was devoted to the question of a garbage destructor or to the resumption of insanitary properties. Or to the carrying out under the Building Ordinance. With no doubt others equally engaged. If the three overseers are placed under a special heading, why not all? They are all P.W.D. officials who are doing special sanitary work. Of course, the recommendation of the Commission was that they should be transferred to the Sanitary Department. I would like to point out to Your Excellency it would be a very great convenience if it could be arranged that when presenting estimates the Council a statement should be given showing where estimates of works are likely to be completed. We find here, for instance, "Law Courts \$680,000," but nothing to show whether this sum is likely to be exceeded. In one case Tiatum Tuk first scheme exceeded the estimated cost by \$150,000. That is a very large excess. The original estimates may also be exceeded in connection with the Law Courts and Post Office. Another suggestion I wish to make in connection with public works, but not that the finances of the Colony be administered, is that the original estimates should be adhered to. If there is any reasonable ground for supposing they are not, it would be well that a statement to that effect should be made. I find it in my notes, Sir, to refer to the manner in which expenditure on the railway was entered in the financial statement, or rather, the way in which it had not been entered. The original financial statement, as placed before the Council, showed a loan of one million, and a hundred thousand of which was estimated as the sinking fund of \$200,000 and against. As Your Excellency explained in your speech, the sinking fund did not exist as that money was being devoted to the railway. Your Excellency further referred to your speech to the possibility of a further loan having to be raised, and mentioned the sum of \$4,500 for interest which, supposing the new loan is raised on the same terms as the last, at 7½ per cent. per annum, represents the sum of \$1,250,000. I think it would be certain that the original estimate would be exceeded. If it is probable that an extra sum of this amount will be asked for, I would suggest that in future proper statements should be made of the amount to be expended during the current year in the case of any very important public works. At the present moment, owing to the way the estimates are put before the Council, no one could possibly suppose the Government were engaged in an important railway construction. In page 88, under the heading of "Public Works," there is a somewhat discouraging heading of non-effective and charitable services—I trust that is not prophetic—is mentioned the sum of \$350 on railway construction. That is the only reference made in the estimates to the fact that the Government is engaged in a big railway scheme going to cost five or six millions. I regret having detained this honourable Council so long, Sir, but it appeared desirable to make the remarks that have occurred to me. There is a typhoon subject which I will refer to. I suppose Valley View, the house which has done good work for the Colony—not only for the Colony, but for the Empire at large. And it should be our pride as well as our duty to maintain the monuments erected over them. The gardens are really in excellent order, but many of the graves have been allowed to gradually disappear into flower beds and shrubberies. I think careful examination of the ground will justify the assertion made. Within the past few years a sum has been set aside for the restoring of the graves and it is not unreasonable to ask that a larger sum be voted for the entire restoration of the graves of all grades from the high official to the blue-jacket and private soldier who lost their lives through wounds or disease in the service of their country, and also a large number of civilians who have done good work for the Colony. I think we should keep their memory green by retaining the memorials of those who so generously showed where we now reap.

THE TYPHOON SHELTER.

Mr. Osborne said:—Sir, On the evening of 22nd September, 1874, to quote from Dr. Eitel's History of Hongkong, the severest disaster that ever befell Hongkong since 1841 was a typhoon of unprecedented suddenness and power, which resulted in business being at a complete standstill for several days. Over 2,000 lives were lost within the space of 6 hours, and 35 foreign vessels, trusting in their anchors, were wrecked or badly injured. The screams of Chinese in distress on the water were heard by residents on the upper levels of the town, in sight above the terrific din of the storm. The number of property destroyed in Hongkong within those 6 terrible hours was estimated at five million dollars.

But very little was done to utilize the lessons taught by this typhoon.

Change these figures, Sir, into a duration of two hours, erecting a toll of probably 20,000 lives, with twenty millions worth of property, and Dr. Eitel's picture of 1874 portrays exactly the disaster that befell this Colony just over a year ago. The purpose of my speech was, however, not to rattle amongst painful reminiscences, but to give point to Dr. Eitel's concluding sentence that very little was done by the citizens of that day, to profit by the lessons taught them; and I wonder to myself how far the future historian will truthfully pass such words of us.

The history of Hongkong, Sir, is burdened with records of these dangerous storms, meaning so much to those whose lives are passed upon the frail craft that ply the waters of our harbour; so much to shipping, the life blood, as we are apt to put it, of a Colony boasting the largest tonnage in the world.

And what have we, with the lessons of 1874 and subsequent typhoons before us, what have we done to nourish this life blood, to protect the craft so essential to its being; to preserve that port against the evil reputation of being a dangerous anchorage?

From the records of the Observatory now 25 years old, it would be interesting to learn how many times during that period, we have suffered actual contact with typhoons and how many times they have, so to speak, grazed our door, and the Colony escaped by a hair's breadth. And what has happened during those 25 years? Absolutely nothing; indeed, worse than nothing because we have permitted the Causeway Bay shelter, built in 1883 by men who, notwithstanding Dr. Eitel's strictures, were in this respect better men than we, who have permitted this shelter to sit up to such an extent, that at low water a large proportion of it is dry land.

A year ago public and official opinion were agreed that a new shelter was a work of urgent necessity, but a year has gone, Sir, and this work of urgent necessity has apparently not passed the initial stage of plans and discussion.

From your Excellency's remarks when introducing the Estimates I gather that the breakwater is to cost \$1,400,000 of which \$750,000 are provided for next year. The figures, Sir, are ominous; fourteen hundred thousand dollars, at \$15,000 a year, means 50 years to complete, and were it not for your Excellency's promise that more than \$2,500,000 will be spent if needed, I should be inclined to judge from its beginning, that the end of the scheme was a very long way off.

It has always appeared to me that, considering the modest sum generally available for public works, we spend too much in the direction of permanence and grandeur.

From the Engineer's point of view no doubt the most expensive work is in the long run the cheapest, and it certainly reflects credit on his authority; but from the other point of view, that of the community, chafing at delay in the prosecution of municipal improvements, I think, although I yield to no man in recognising the value of imposing and substantial public buildings, I think, in our circumstances, we would profit more were we to utilise what little money we possess, rather in satisfying the people's needs than in gratifying our own natural but expensive appetite for splendour. The people's most pressing need is this typhoon shelter, and as such the work calls for speedy completion, even at a sacrifice of architectural luxury in other works. We seem to be capable only of extremes. For years we endured ramshackled, insanitary, unsuitable markets, fit only for the flames, then, having funds, we indulge in structures like the Central and Western markets, too costly for our purse, unnecessarily good for their purpose. Kowloon asks in vain for a market, but not that the Government should build one, but that it should build one that will suit the people, and as such the work calls for speedy completion, even at a sacrifice of architectural luxury in other works. We seem to be capable only of extremes. For years we endured ramshackled, insanitary, unsuitable markets, fit only for the flames, then, having funds, we indulge in structures like the Central and Western markets, too costly for our purse, unnecessarily good for their purpose. 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Hongkong Hotel. He spoke as to removing certain luggage from the hall of the hotel to room 184, and identified the luggage as that belonging to the Europeans who occupied room 184. On the following day—the 4th August—witness was ordered to remove a trunk from room 184. He, with the assistance of other coolies, carried the trunk to the lift, and saw it safely below. Later witness was again called and Europeans pointed to a camphor-wood box which he was ordered to take to his room.

Mr. Merrill—You said you took that box (the Saratoga trunk) to the lift on the morning of the 4th. Was anybody with it?—Yes, the guest.

Can you recognise the guest?—Yes (pointing to the accused).

You talked to recognise him in goal?—Yes. Mr. Harding—Why did you fail to recognise him in goal?—Because there were too many men there.

Isn't it a fact that because that man is in the dock now you recognise him?—Yes.

What is the difference in appearance between me and the accused?—He is a bit taller.

How long have you been employed in the hotel?—Three months.

Where were you employed before you went to the Hongkong Hotel?—On the *Fatshan* steamer.

And you never carried camphor-wood boxes on board the *Fatshan* steamer?—No.

Is it not a fact that on 3rd August some luggage was taken to that room?—I did not see any.

Do you know what that box (the Saratoga) contained when it was brought to the hotel?—Clothing, I suppose. I never heard a box being opened.

At the trial a representative left the Court. There is much speculation going on at the present time as to how long the trial will last. In all, we are informed that 28 witnesses have to be examined, and as there are still a few more to call it is expected that the trial will run well into next week.

RAUB GOLD MINE.

The General Manager's report for the four weeks ending 7th September states that the Mine Measurements, and assay results of prospecting work shows a total of 440 feet for the period (4 weeks) under review, made up of 117 feet sinking, 17 feet rising, 80 feet diving and 107 feet cross cutting, as against a total of 517 feet for the previous four weeks.

MINE.

Bukit Komar.—The main shaft has been sunk 13 feet, making a total depth of 106 feet below the 440 feet level, at 100 feet 50 feet below surface, a cross cut has been started to the east and taken 4 feet. The sinking of the shaft is being continued to provide space for ore shoots.

440 ft. Level Drive South. This end has been driven 13 feet bringing the total to 297 feet. The lode 54 in. wide assays about 23 dwt.

440 ft. Level North Drive South on footwall position. To this has been added 11 feet making a total of 55 feet. The lode 32 in. wide gives a value of 45 dwt.

From the Wintze drive has been taken from 29 to 43 feet, exposing a lode 47 in. wide worth 55 dwt.

340 ft. Level North Drive on Hanging Wall Branch. This has been driven 8 feet, making a total of 141 feet. The lode 63 in. wide is worth 5 dwt.

340 Level North Wintze on Hanging Wall Branch. This has been deepened 14 feet making the total depth 28 feet. The lode 36 in. wide assays 1 dwt.

Cross cutting for slope filling. 1 foot.

Stops. The following have been in operation. Above the 440 feet level: 2 stops. Lode 87 in. wide worth 4 dwt. Above the 340 feet level: 2 stops. Lode 89 in. wide worth 3 dwt.

Above the 240 feet level, 2 stops. Lode 75 in. wide worth 5 dwt.

STOPE MINE.

160 feet Level Drive South. This has been extended 17 feet making a total of 40 feet. The lode 50 in. wide is worth 13 dwt. per ton.

160 feet Level Drive South Rise. This has been taken from 10 to 27 feet. The lode 47 in. wide is worth 18 dwt.

160 feet Level Drive North. To this has been added 23 feet bringing the total distance to 68 feet. At this point a bunch of quartz assays 8 in. wide has been struck, which is of value as equal to the drive opposite. It is now hoped that we are on the extension of the lode north.

No. 3 Wintze from surface. This has been sunk 12 feet making the total depth 60 feet. It is expected to connect with the rise from the 100 feet level early in the coming month.

Cross cutting for slope filling. 32 feet.

Stops. Above 60 feet level: 1 stop, lode 72 in. wide worth 14 dwt. Above the 60 feet level: 1 stop, lode 49 in. wide worth 13 dwt.

B. MALACCA.

Cross cut for Wintze in Malacca Hill. This has been advanced 5 feet making a total of 13 feet, a bunch of quartz has been passed through about 48 in. wide, on low grade.

No. 1 Shaft, Wintze below No. 1 Level. This has been continued from the drive in stoep to the No. 2 level, making a total depth of 45 feet. The lode exposed is 42 in. wide and worth 10 dwt.

Drive in stoep below No. 1 Level. Here 18 feet has been driven making a total of 37 feet. The lode 38 in. wide is worth 11 dwt.

General. The current working in place of the tunnel over the flume has been completed. From the Willey Tables 13 tons 14 cwt. of concentrates have been won, worth 2 oz. 7 dwt. per ton, during the month.

M. L. RETURNS.

ROMAN.
Stamps Working 40.
Period of work: 28 days, less 1.6 days for clean up and repairs.
Tons Crushed, Roman 2,734
Stamps 1,724
Tons 3,708

Amalgam Collected 26,900 oz. producing
Refined Gold 907
Enailed 88,555 oz.
Average yield per ton 554 dwt.
Value of tailings 123

B. MALACCA.

No. 1 Mill ran 24 days, crushing 1,900 tons, surface ore and 263 tons mine ore.

Amalgam collected 405 oz. producing
Refined Gold 162
Smelted 159
Average yield per ton 146 dwt.
Total tons crushed 5,379
Average yield per ton 284 oz.
Smelted gold 1,048 oz.
Average fineness 943.8
Average yield per ton 350 dwt.

W. H. MARTIN.

General Manager.

CANTON DAY BY DAY.

WELCOME TO SIR CHINTUNG LIANG CHENG.

[From Our Own Correspondent.]

Canton, 27th September.
The Canton-Hankow Railway Company have issued a circular to all the shareholders of the Company to assemble on the 27th day of the 8th moon—the 2nd proximo—at the office of the Company to extend a welcome to their newly-appointed president, Sir Chintung Liang Cheng, and to invite him to take over charge of office.

H.E. Viceroy Chang has formally announced to the officials of the Canton-Hankow Railway Company the action by the Throne of the recommendation of the appointment of Sir Chintung Liang Cheng as president of the Company, by the shareholders and others, through the Ministry of Communications and Posts.

OFFICIAL VISITS.

To-morrow morning, at 10 o'clock, H.E. Viceroy Chang will receive the Canton Commissioner of Customs, Mr. P. H. King, and at 11 o'clock will receive the German Consul at Canton.

LINKIN COLLECTIONS.

A report has been received at the Viceroy's yamen from the yamen in charge of the Linkin station, at Linchow, to the effect that owing to the unrest in the country, the collection of Linkin dues since the sixth moon has fallen to almost infinitesimal amount. The local merchants have suspended business, thus causing stagnation in trade, which materially affects the collection of dues.

THE ANTI-OPIMUM PROPAGANDA.

The Chinese residing in Manila have sent a sum of \$36 being subscriptions collected to ward the funds for the Central Anti-Opium Association, together with a letter expressing the hope that the movement will be carried to a successful end.

EXECUTION OF ROBBERS.

Yesterday, by order of the authorities, four robbers who were extradited from Hongkong, were hanged in the presence of the Nambai Magistrate and the British Consul-General at Canton, having been found guilty of committing armed robbery.

A NEW PRISON.

The Magistrates of Nambai and Punyu, owing to the lack of accommodation in the industrial institutions in connection with the prisons, a short time ago proposed the transformation of the old prison and goal of the Kwangchow Prefecture yamen into an industrial institution and the proposal was sanctioned by the Authorities and the work of rebuilding the prison was begun. The fund for this work has been authorized and a sum of \$50,000 was taken out of the Provincial Treasurer's yamen for the purpose, besides several large sums of money obtained from other sources.

POLICE SCHOOLS.

The Police Department, in connection with which a Primary Police School was opened last year, is now contemplating the opening of a Middle and a High School for the completion of the studies of the students of the Primary School. Three hundred students will be received into these two schools and the Department has issued a notice advising the public of an examination to be held to select suitable students for them.

THE SOUTHERN UNREST.

A letter received from the prefecture of Yunchow states that Brigadier-General Li Ching has stationed troops on different points of the prefecture and have also placed troops on the boundaries to prevent the rebels from scattering and fleeing into other prefectures. The Kwang authorities have also taken concerted action in co-operating with the authorities of the sister province in sending troops and placing them at suitable points on the borders and assisting in every way in putting down the rising.

THE PROVINCIAL TREASURER.

H. E. Wu Shang-lun to-day resumed charge of his former post as Provincial Treasurer of the province of Kwangtung.
The representative of the Kwangsi Railway Company has arrived here and yesterday, called on H. E. Viceroy Chang at his yamen, and had a conference with him on matters in connection with the construction of railroads in that province and the opening of a branch office of the Company here.

ANTI-OPIMUM PROPAGANDA.

It is ascertained from the return of the Central Anti-Opium Association that, since the opening of that institution, 5,638 opium smoking individuals have applied for licences and also for anti-opium pills. It is reported that about half of that number have recovered from their habit, and the rest are expected to be rid of the drug by the end of the ninth month. The number of opium-smoking patients admitted to the hospital since its opening in the 7th month, is put at 181, of whom 9 have already recovered from their vice and have been discharged from that institution, whilst fourteen of the patients died during the period. There are still seventy-one patients remaining in the hospital and fifty of these are in course of recovery and will soon be discharged. Those of the patients who are in better health are not sent to the recreation grounds each day for recreation but are confined in order to be quickly recovered by their health.

ST RING KRO RNE.

The outcome of the driver's experience by the fire which took place a short time ago, at Tung Hing Street, in the presence of oil stores, the people of the neighbouring streets have drawn up a code of regulations which only permit of two cases of oil being stored in each of these shops at a time, when they are in use, and large quantities of the oil cannot be allowed to be stored in these premises, but in other places where the danger does not threaten the public safety so much. The infringement of these regulations is proposed to be made punishable by law. These regulations have been presented to the Magistrate of Canton for approval and if sanctioned will be carried into effect at once.

WU TING FANG.

Confirmatory news is now to hand as to the appointment of H. E. Wu Ting-fang as Minister for China to the United States of America, Mexico and Peru. H. E. Wu is now here on some important business.

MACAO'S BOUNDARIES.

H. E. Viceroy Chang received telegraphic instructions from the Waiwupai at Peking a day or two ago, ordering him to make an inquiry into the question of the exact boundaries of Macao and also to inquire into matters concerning the West River fishing launches and to report to the capital in due course.

A Yumchow telegram states that, a few days ago, the Brigadier General of Pakhoi, Li Ching, with troops had an encounter with the rebels in the vicinity of the district of Tung Hing. The engagement lasted for several hours, with the result that twenty-nine of the bandits were more or less wounded whilst two of the Imperial troops were wounded and one killed.

STEAM LAUNCH SERVICE.

A new company has been floated and the plan of steam launch service between Canton and Fanchai has been resumed.

FOR THE VICEROY'S CONVENIENCE.

The Commodore of the Canton Naval Department has ordered the Chinese gunboat *Paik* to be put in readiness and steam got up in case H. E. Viceroy Chang should at any time desire to visit any of the Government departments situated in the outlying portions of the district.

FATSHAN INDUSTRIES.

Reports from Fatshan state that the commercial prospects of that place are bright. The fact that only two-thirds of the number of employees who in former years could all obtain employment, are now being engaged in the work. Besides the industrial depression, all other branches of trade have also suffered more or less.

APPOINTMENTS.

It is ascertained from mandarin circles that the ex-Acting Provincial Treasurer, Wu Hu, will be appointed Tatal of the circuit of the prefectures of Chaochow, Kayingchow and Welchow in place of Tan Shun-chung, who will be appointed to the circuit of the prefectures of Yumchow and Linchow.

SIR CHINTUNG.

The officials of the Canton-Hankow Railway Company have received a telegram from Shanghai from Sir Chintung Liang Cheng, the newly-appointed president of the Company, expressing his willingness to take up the appointment as instructed by Imperial mandate. In his telegram Sir Chintung stated that he will return to Canton at an early date, if his request for permission to proceed to the Capital for an Imperial audience, in accordance with the usual custom, be refused.

SCHOOLS FOR YUNNING.

The gentry of the clan Yu, in the district of Sianing, has collected a large sum of money, to the extent of one \$20,000, by subscription from the general public of that clan for the establishment of a college, a library and an evening commercial school for the youths of the clan. These institutions will all be opened by the beginning of the 9th moon.

WIDENING TUNG HING STREET.

The people in the neighbouring quarters of Tung Hing Street, the scene of the recent disastrous fire, have petitioned the Police Authorities requesting that department to issue instructions ordering all the buildings on that street to be shifted back on either side to the extent of 1 ft. 6 in. when the work of rebuilding begins. The Police Department have granted the request and have issued orders to the shopkeepers of that street to act in accordance with the suggestion of the petitioners.

A FIRE.

On the 26th instant, at 4 p.m., a fire broke out in a shop in Chum Mok lan in the western suburb. The conflagration raged fiercely for a time, but owing to the timely assistance of the different fire brigades, the fire was extinguished before much damage was done.

PIRACY.

On the 25th instant, a cargo boat laden with a cargo of about 20 casks of ground nut oil, which was proceeding from the prefecture of Welchow to the prefecture of Shing, was attacked by a gang of robbers numbering over fifty. The pirates sailed away with the boat and all the goods, which is put at the approximate value of Taels 3,000.

WU TING FANG.

H. E. Wu Ting-fang, the newly-appointed Chinese Minister to the United States of America, who arrived here a few days ago, yesterday paid a call on H. E. Viceroy Chang.

LIKIN COLLECTIONS.

The collection of Linkin dues for the ten days from the 10th day of the 8th moon to the 20th day, as reported by the Canton Linkin Bureau, is Taels 53,169.00.

OPIMUM SMOKER FINED.

On the 28th instant, the police of the No. 7 Police Station arrested an opium smoker, who was charged with breach of the anti-opium regulations and was fined \$3.
On the evening of the 28th instant, a lecture on the evils of the opium vice was given at the headquarters of the Canton Anti-Opium Association, in Muo Tan Shi Yuen, at Ha Kan Po, where a large assembly which numbered several thousands, among whom were several Japanese ladies.

MACAO'S BOUNDARIES.

H. E. Viceroy Chang has despatched a telegram to the Waiwupai at Peking to the effect that the Port-queue in Macao are alleged to have encroached upon Chinese territory beyond the proper boundaries of the Port of Macao and requesting the Ministry to communicate with the Portuguese Minister at Peking to that effect and at the same time to despatch a special commission to the South to investigate the affair.

A VALUED OFFICIAL.

Taotai Wei Han has, for some time past, held posts in Canton as director of the Government Naval College at Whampoa, the Government Naval Dock at Whampoa, and the Canton-Kowloon Railway (Chinese section). In consideration of his important services, the Viceroy has now proposed to retain this valued official in all the posts which he has been holding, and, in addition, he has been appointed a member to the Canton Foreign Affairs Bureau.

ANTI-OPIMUM PROPAGANDA.

On the 29th ultimo, a meeting was held at the offices of the Canton Anti-Opium Society, at the Chun Mo Chung She (the originators of the anti-opium movement) for the purpose of discussing and making arrangements for the issue of a periodical magazine (one in ten days) whose sole object will be to carry on the crusade against opium smoking. There was present a large assembly at the meeting, and it was unanimously agreed to carry out the proposal, and consequently a set of regulations was drawn up for the establishment of the paper. The proposed paper will make its first appearance on the 9th day of the 9th moon.

On the 30th ultimo, an anti-opium association opened in the village of Shui Tang, in the district of Shun Tin. At the opening ceremony, a number of opium smokers and opium sellers in a body entered the building of the association and attempted to create a disturbance on the ground that upon the prohibition becoming effective they will suffer heavy losses and will be left destitute. However, they were ultimately arrested and were made to pay a fine, and the proceedings of the ceremony went on without further trouble.

The magistrate of the district of Kwei Shin, in the prefecture of Welchow, has done his utmost for the formation of an anti-opium association and to strictly prohibit opium smoking in the district over which he rules, but, up to the present, he has not been able to succeed in his task owing to the many obstructions placed in his way. Being much vexed at his "unsuccessful" attempt, he, on the 30th ultimo, under the disguise

of a private individual, with a few followers, took a walk round the city and its environs and several opium-smokers were arrested. These offenders were heavily punished and were, besides, put in stocks for the following days in order to serve as a warning to others.

RAILWAY TRAFFIC RECEIPTS.

The collection of fares on passengers travelling on the Canton-Kowloon section of the Canton-Hankow Railway for the ten days from the 1st day of the 8th moon were as follows:—8th ultimo, \$2,820; 9th ultimo, \$1,813; 10th ultimo, \$1,826; 11th ultimo, \$2,476.51; 12th ultimo, \$3,664; 13th ultimo, \$2,476.51; 14th ultimo, \$2,003; 15th ultimo, \$1,708, and the 17th ultimo, \$1,674.

CONSULAR VISIT.

This morning, at 10 o'clock, H. E. Viceroy Chang will receive the Russian Consul at Canton.

NAVAL STUDENTS.

The new Admiral and Commander-in-Chief, Chun Ping-chih, has issued a notification calling for one hundred students to be intoned at the Military College at the Tsoa Tigin. Candidates will have to present themselves, his yamen not later than the 20th day of the 9th moon for examination.

CANTON-HANKOW RAILWAY.

The payment of the instalment for this year for the redemption of the Canton-Hankow Railway from the American Development Company is about due and the Canton-Hankow Railway Company has remitted a sum of \$300,000 to Hongkong to meet the payment.

CEMENT WORKS.

A sum of \$130,000 is due to Messrs. C. H. W. & Co. here by the Government Cement Factory for a consignment of machinery for a factory. The Shan Hoo changed with the manager of the factory, and a sum sufficient to make the payment, and the Authority have accordingly instructed that the amount required should be made up by different Government departments, viz. Shan Hoo Chu, Linkin office and the Canton Bureau of Agriculture, Industry and Commerce.

SIR CHENOTUNG.

A telegram has been received by the Canton-Hankow Railway Company from Sir Chintung Liang Cheng at Shanghai, stating that he had received instructions from the Waiwupai at Peking ordering him to proceed to the Capital to report his arrival from the United States of America, so that he would leave Shanghai for the Capital at the end of this month.

EDUCATION.

The French Consul at Canton some time ago informed the Canton high authorities that a college was about to be opened in the middle of September at Hanoi, and forwarded a code of the regulations of that institution. The Consul stated that if Chinese students are willing to study at that institution they would be admitted with pleasure. The Provincial Examiner has informed the students in the different schools of the invitation.

GANG ROBBERY.

On the 28th ult. at 2 o'clock in the afternoon the Hop Shui market in the district of Ko Ming, in the prefecture of Shing Hing, was attacked by a large gang of robbers numbering several hundreds who were dressed in up-to-date clothes as students and some were under the disguise of Government soldiers. All the shops in the market about 250 in number were ransacked and all the valuables which the robbers could lay their hands on were taken away. During the engagement over ten people were killed by the robbers and several others were wounded. At about 4 o'clock the robbers made off with their spoils together with two men of one of the ships, who were kidnapped. The whereabouts of these two captives are not yet known. The booty carried away is estimated at an enormous amount of money.

COMMERCIAL.

TO-DAY'S EXCHANGE.

London—Bank T.T. 72 7/16
Do. demand 72 1/2
Do. 4 months' sight 72 1/2
France—Bank T.T. 230 1/2
America—Bank T.T. 53 1/2
Germany—Bank T.T. 225 1/2
India—Bank T.T. 164 1/2
Shanghai—Bank T.T. 73 1/2
Singapore—Bank T.T. 107 1/2
Java—Bank T.T. 107 1/2
Batavia—Bank T.T. 107 1/2
Sourabaya—Bank T.T. 107 1/2
Buenos Aires—Bank T.T. 107 1/2
Rio de Janeiro—Bank T.T. 107 1/2
Santos—Bank T.T. 107 1/2
Bahia—Bank T.T. 107 1/2
Pernambuco—Bank T.T. 107 1/2
Recife—Bank T.T. 107 1/2
Salvador—Bank T.T. 107 1/2
Lima—Bank T.T. 107 1/2
Buenos Aires—Bank T.T. 107 1/2
Rio de Janeiro—Bank T.T. 107 1/2
Santos—Bank T.T. 107 1/2
Bahia—Bank T.T. 107 1/2
Pernambuco—Bank T.T. 107 1/2
Recife—Bank T.T. 107 1/2
Salvador—Bank T.T. 107 1/2

LOCAL AND GENERAL.

CHOLERA is now invading Tokio.

OUTBREAKS of cholera are increasing at Port Arthur. Commerce at the port is, therefore, depressed.

The damaged *Tafao Maru* was brought back to Shanghai on 23rd ult. afternoon and towed up to Tunkadoo.

MR. F. B. L. Rowley, Crown Solicitor, returned from home leave by the English mail steamer *Dulst* last Thursday.

THE British Consul-General at Chiofo wires that all quarantine restrictions against Hongkong have been withdrawn.

CAPTAIN J. A. S. Murray, Army Ordnance Department, Dublin, has been placed under orders to proceed to Hongkong, embarking about 1st inst.

MR. Tse Tsai Tai, former comrade of the South China Sea Fleet, has been informed, joined the Canton-Chusan Railway Syndicate.

It is reported from Peking that a sum of Tls. 100,000 has been drawn from the treasury of the Kinkang Customs for the purpose of purchasing a cruiser for Kiang.

THE hon. treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:

Pink Guild Western Market \$45
C. J. B. Sawyer 10
Cruz Basin & Co. 10
W. W. Davis 10

The British Consul-General at Batavia advises the Colonial Secretary, by telegram, that quarantine against Hongkong has been removed.

His Excellency the Governor has been pleased to appoint the Reverend J. J. V. Noel, of the Basel Mission, to be a member of the Board of Examiners in succession to the Reverend G. Guisemann, resigned.

We have received from the Japanese Consul a full picture of characteristic Japanese design advertising the second Fisheries Exhibition of Western Japan and Kiushu, to be held at Nagasaki between Oct. 21 and Dec. 9 next.

THE police of assistant superintendent of police and police magistrate in the New Territories have been amalgamated and Mr. E. R. Hallifax continues to perform the duties of both these posts under the title of District Officer.

H. E. YUAN Shih-kai has impeached H. E. S'eng Kung-po on several serious charges, in consequence of which a secret emissary of the Government is to be sent down to Shanghai to make investigations on the spot.

HU SHIH-CHANG, Viceroy of Manchuria, has requested that the Japanese gendarmes be withdrawn from Kwantung. He has ordered three companies of infantry and some cavalry to proceed to Kwantung and make investigations concerning the boundary.

THE historic *Don Engrado*, which was to have been towed to Hongkong by the *Loongang* on Saturday, was not given clearance by the Manila customs authorities as her ports were claimed to be insecure. The *Don Engrado* will be repaired immediately and towed to Hongkong to be broken up at this port.

THE Sam-shui-ko manslaughter trial, in which PEER HUX and two of his Indian callmen are charged with the manslaughter of a farmer, at Sam-shui-ko, in August, on account of which was reported in these columns, was concluded at the Police Court, last Friday afternoon. Mr. Melbourne committed the accused for trial.

MR. H. Droeze, Consul for Netherlands, kindly informs us that ships or vessels, arriving in Netherlands India from Hongkong, are no longer subject to quarantine, the port of Hongkong being declared to be no longer infected with plague. The prohibition of importation of some articles is also cancelled so that all goods can now be imported into Netherlands India.

A TOKYO despatch of 25th ult. says:—Viceroy Hui Shih-chang left Mukden for Peking on the 28th ultimo. He has accepted the Japanese demands in connection with the recent attack upon Japanese by Chinese police. He demands include an indemnity to the sufferers, the dismissal of the chief police officer concerned and the partial disarming of policemen.

POLICEMAN MUNDAY, of the Water Police Station, boarded fishing boat No.

Intimations.

WM. POWELL, LTD., ALEXANDRA BUILDINGS.

Children's Outfitting

Dept.

DAINTY STYLES

IN

CHILDREN'S MILLINERY.

BOYS' COATS and TUNICS.

INFANTS' CLOAKS and PELISSES.

WM. POWELL, LTD., HONGKONG.

Hongkong, 31st September, 1907.

Public Companies.

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, will be held at Messrs. Jardine, Matheson & Co.'s Office, King's Building, Cross Street, Hongkong, on WEDNESDAY, the 9th October, 1907, at 12.30 P.M., when the subjoined resolutions which were passed at the Extraordinary General Meeting of the Company held on the 16th day of September, 1907, will be submitted for confirmation as special resolutions:—

- 1.—That the capital of the Company be increased from \$2,000,000 to \$3,000,000 by the creation of 20,000 new shares of \$50 each.
- 2.—That such new shares be issued at par and be offered to those persons who are registered as shareholders of the Company on 1st December, 1907, in the proportion of one new share for every complete two shares held by them on 1st December, 1907.
- 3.—That the amount due for the new shares be called up on 31st December, 1907.

Dated the 19th September, 1907.
By Order of the Board,
EDWARD OSBORNE,
Secretary.

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THE DAIRY FARM CO., LD.

NOTICE TO SHAREHOLDERS.

THE ELEVENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's town Office, 2, Lower Albert Road, Hongkong, on MONDAY, the 14th October, at 12.30 P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from 19th September to the 14th October, 1907, both days inclusive.

By Order,
M. MANUK,
Acting Secretary.
Hongkong, 26th September, 1907. [167]

SCOTTISH MASONIC QUADRILLE ASSOCIATION.

THE above DANCES will commence on November 4th, 1907. All Masons are invited to subscribe and all intending subscribers should communicate with the undersigned as early as possible with reference to the invitations, &c.

(Signed) **J. J. BLAKE,**
Secretary.
Hongkong, 1st October, 1907. [878]

Notice of Firm

NOTICE.

HAVING RESIGNED my appointment as COMPTROLLER of the "SOUTH CHINA MORNING POST," LD. of Hongkong, my journalistic duties in connection with that paper have CEASED.

TSE TSAN TAI.
Hongkong, 3rd October, 1907. [892]

Intimations.

A. CHAZALON & CO.,
6, Queen's Road Central,
WINE, SPIRIT AND COAL MERCHANTS AND GENERAL STOREKEEPERS.

Just Unpacked.

BARCLAY PERKIN'S STOUT
in pints and Baby bottles.

FRENCH SYRUPS

GRENADINE, GROSEILLE, &c.

VICHY, PERRIER, ROCHEMAURE

AND
Other FRENCH MINERAL WATERS

ALSO
Large Assortment of CANNED GOODS
suitable for Pic-nic.

Hongkong, 15th May, 1907. [140]

SWATOW DRAWN WORK COMPANY,
38, WELLINGTON STREET.

Dealers in all kind of
HAND-MADE DRAWN CHINESE LINEN, GRASS CLOTH, &c.,
all of the best quality;

ALSO
SWATOW BEST PEWTER-WARE.

CANTON EMBROIDERY and CHINESE LACES,
all from the best French patterns.

HONGKONG AND SWATOW.
Hongkong, 13th September, 1907. [828]

THE HONGKONG STUDIO

HIGHER CLASS PHOTOGRAPHER,
41 & 43 QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.
Hongkong, 17th September, 1907. [13]

RAUB GOLD MINE.

The General Manager's report for the four weeks ending 7th September states that the Mine Measurements, and assay results of prospecting work shows a total of 440 feet for the period (1 week) under review, made up of 17 feet sinking, 17 feet rising, 100 feet driving and 97 feet cross cutting, as against a total of 57 feet for the previous four weeks.

MINES.

Bukit Komau.—The main shaft has been sunk 13 feet making a total depth of 106 feet below the 440 feet level, at 100 feet or 540 feet below surface, a cross cut has been started to the east and taken 4 feet. The sinking of the shaft is being continued to provide space for ore shoots.

440 ft. Level Drive South. This end has been driven 15 feet bringing the total to 397 feet. The lode 54 in. wide assays about 28 dwt.

440 ft. Level North Drive South on footwall Portion. To this has been added 14 feet making a total of 55 feet. The lode 52 in. wide gives a value of 44 dwt.

From the Winze the drive has been taken from 29 to 43 feet, exposing a lode 47 in. wide worth 34 dwt.

340 ft. Level North Drive on Hanging Wall Branch. This has been driven 8 feet, making a total of 141 feet. The lode 63 in. wide is worth 5 dwt.

340 Level North Winze on Hanging Wall Branch. This has been deepened 14 feet making the total depth 28 feet. The lode 36 in. wide assays 1 dwt.

Cross cutting for slope filling. 106 feet.

Stopes. The following have been in operation. Above the 440 feet level: 2 stopes. Lode 87 in. wide worth 44 dwt. Above the 340 feet level: 2 stopes. Lode 80 in. wide worth 18 dwt.

Above the 240 feet level, 2 stopes. Lode 75 in. wide worth 5 dwt.

STOPES.

160 feet Level Drive South. This has been extended 17 feet making a total of 440 feet. The lode 50 in. wide is worth 13 dwt. per ton. 160 feet Level Drive North. This has been taken from 10 feet to 27 feet. The lode 47 in. wide is worth 18 dwt.

160 feet Level Drive North. To this has been added 23 feet bringing the total distance to 168 feet. At this point a bunch of quartz about 8 in. wide has been struck, which in value is equal to the drive opposite. It is now hoped that we are on the extension of the lode north.

No. 3 Winze from surface. This has been sunk 12 feet making the total depth 160 feet. It is expected to connect this with the 'rise' from the 160 feet level early in the coming month.

Cross cutting for slope filling. 52 feet. Stopes. Above 160 feet Level: 1 stop, lode 72 in. wide worth 14 dwt. Above the 60 feet Level: 1 stop, lode 47 in. wide worth 13 dwt.

B. MALACCA.

Cross cut for Winze in Malacca Hill. This has been advanced 55 feet making a total of 15 feet, a bunch of quartz has been passed through about 48 in. wide, but low grade.

No. 1 Shaft, Winze below No. 1 Level. This has been continued from the drive in stope to the No. 2 level, making a total depth of 45 feet. The lode exposed is 42 in. wide and worth 10 dwt.

Drive in stope below No. 1 Level. Here 18 feet has been driven making a total of 57 feet. The lode 38 in. wide is worth 14 dwt.

General.—The earthwork cutting in place of the tunnel over the flume has been completed. From the Willey Tables 13 tons 14 cwt. of concentrates have been won worth 2 oz. 7 dwt per ton, during the month.

MILL RETURNS.

KOMAN.

Stamps Working 40.
Period of work—28 days; less 1.6 days for clean up and repairs.

Tons Crushed, Koman	2,334
Stamps	3,708
Amalgam Collected	2,619 oz. producing
Retorted Gold	927
Smelted	889.55 oz.
Average yield per ton	1.54 dwt.
Value of tailings	1.23

D. MALACCA.

No. 1 Mill ran 24 days. Crushing 1,909 tons. 11 " 24 " surface ore and 162 tons mill ore.

Amalgam collected	455 oz. producing
Retorted Gold	162
Smelted	159
Average yield per ton	1.46 dwt.
Total tons crushed	5,370
Amalgam	3,084 oz.
Smelted gold	1,048.5
Average Fineness	943.08
Average yield per ton	1.38 dwt.

W. H. MARTIN.

General Manager.

Intimations.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.

Hongkong, 22nd June, 1905. [135]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 2nd April, 1905.

Intimations.

SAINT-RAPHAEL
TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

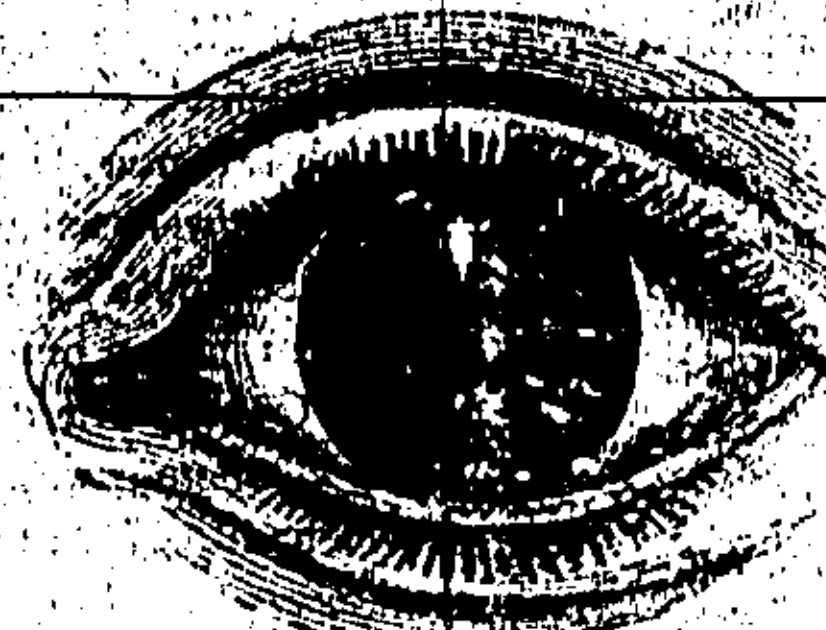
Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:—

(1) THE WARRANTY STAMP of the UNION DES FABRICANTS.
(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and fragrant preparation. To be taken on a lump of sugar.

COMPAGNIE du VIN SAINT-RAPHAEL, Valbonne (Grasse-France).
OLD BRONX, MAISON & Co., Hongkong.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
3, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.

Hongkong, 27th November, 1905.

LOST.
OFF KAUN CHAU.
ONE WHITEHEAD TORPEDO.

APPROXIMATE position marked by RED BUOY and RED FLAG bearing of which is:—
East Point of Kau-I-Chau—S. 18° W. distant 2,400 yards.
Green Island Light—S. 54° E. distant 3,900 yards.

A REWARD OF FIFTY DOLLARS will be paid for its recovery.
Apply to—**H.M.S. "TAMAR."**
Hongkong, 1st October, 1907. [187]

COLONIAL SECRETARY'S DEPARTMENT.

It is hereby notified that information has been received from the Military Authorities that FIELD FIRING will be carried out on the 4th, 10th and 12th instant, between the hours of 8 A.M. and 1 P.M. each day, on the Southern slopes of Beacon Hill, in a North-Westerly direction.

F. H. MAY,
Colonial Secretary.
Hongkong, 1st October, 1907. [188]

HONGKONG GYMKHANA CLUB.

THE FIFTH and LAST MEETING of the Season will be held at the Happy Valley, (TO ORROW, 5th October, 1907, commencing at 3 P.M.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform half price. The Committee invite the Ladies of Hongkong to be present.

Post Entries will be accepted for Events Nos. 3 and 5.

REGINALD F. C. MASTER,
Hon. Sec. and Treasurer.
Hongkong, 4th October, 1907. [189]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,000,000.)

Underwrites and Executes THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., &c.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 22nd May, 1907. [135]

A SPECIAL SALE will be held at THE ITALIAN CONVENT on behalf of the POOR ORPHANS, on the 10th, 11th, 12th instant, at 2.30 P.M.

OF Ladies' and Children's Underclothing, Dresses and other useful and Embroidered Articles, suitable for Birthday Presents, &c.

The Superiress hopes to receive and merit a large share of the public patronage.

ITALIAN CONVENT,
24, CAINE ROAD.

Hongkong, 3rd October, 1907. [186]

Consignees.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship "GREGORY APCAR" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 3rd October, 1907. [180]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "ST. GEORGE" FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **DODWELL & CO., LIMITED,** Agents.

Hongkong, 3rd October, 1907. [189]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer "DELHI" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. *Moolan*.
From Calcutta, ex S.S. *Sumatra*.
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 9th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT,
Superintendent.
Hongkong, 3rd October, 1907. [181]

Consignees.

SS. "YARRA"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex *ss. Yarra* and *Cherbourg*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 7th October, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 7th October, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 7th October, at 3 P.M.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 30th September, 1907. [10]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "POONA" FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 6th prox., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT,
Superintendent.
Hongkong, 30th September, 1907. [12]

HAMBURG-AMERIKA-LINIE.

THE H. A. L. Steamship "HOHENSTAUFEN" Captain Jäger, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

'Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 8th inst., will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst., at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA-LINIE,
Hongkong Office.

Hongkong, 1st October, 1907. [180]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER" FROM MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst., will be subject to rent.

Intimation.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

WATSON'S HOUSEHOLD AMMONIA

An Elegant Preparation for the Toilet and Bath, Refreshing and Invigorating.

LOTION

PRICKLY HEAT.
An Efficacious Remedy.
GIVES INSTANT RELIEF.

PURE CARBOLIC SOAPS.

Highly Recommended by the Medical Faculty.

STRONG MEDICAL

Guaranteed to contain 20 per cent. of Pure Carbolic Acid.

MEDIUM

Guaranteed to contain 10 per cent. of Pure Carbolic Acid.

TOILET SOAP.

Guaranteed to contain 5 per cent. of Pure Carbolic Acid.

FRAGRANT TOOTH WASH.

Antiseptic and Detergent—Whitens the Teeth and strengthens the Gums.

A. S. WATSON & CO., LIMITED.

CHEMISTS, DRUGGISTS AND PERFUMERS.

THE HONGKONG DISPENSARY.

Hongkong, 7th September, 1907.

The Hongkong Telegraph

HONGKONG, FRIDAY, OCTOBER 4, 1907.

HONGKONG BUDGET DEBATE.

It was made abundantly manifest at yesterday's meeting of the Legislative Council that the unofficial members who represent what may fittingly be termed the proletariat of Hongkong had at last taken heed to their ways and given more than a passing glance to the financial prospects of the Colony for the ensuing year. The fact that the two chief speakers enunciated views which may not meet with general acceptance in all cases detracts in no respect from the value of their criticisms, for at least the proof is plain that independent thought and consideration have been given to the plans prepared by the Government. Although the elected members of the Council are carefully se regated when seated at the Legislative Council table, each member being sandwiched between a couple of officials who seem to be for ever observing that "Codlin's your friend; not Short," it would appear that they have adopted the wise and commendable policy of assembling together for the purpose of discussing the questions which are to come before the Council, and agreeing upon a common basis of understanding as to the line that should be pursued at the formal meeting. At all events such is the conclusion which any reasonable reader of Mr. Hewett's opening remarks must form when he says: "The unofficial members have since discussed these Estimates, and I have been requested to reply for them, though some of the others will have remarks of their own to make." That clearly implies that the people's representatives have abandoned their attitude of splendid isolation towards each other and have determined to give force to the opinions expressed by unity of action. They may not succeed in achieving very much, but at any rate they will not be defeating their own objects by unconsciously trumping their partner's tricks as has happened far too frequently in the past. It is not suggested for a moment that the elected members should necessarily be deemed hostile to the proposals which originate departmentally, but they are undoubtedly required to acquire a keener grasp of official methods, especially at this time when the finances of the Colony are in the most parlous and critical state. Mr. Hewett, as spokesman on behalf of the unofficial members, opened the debate with a speech which dealt succinctly with almost every question of public interest that has agitated the Colony since the opening of the present decade. That is not to say, however, that each and

all of his points will secure the approval either of the general community or of his constituents. . . . would we pretend to ignore the fact that Mr. Hewett in condemning the acquisition of a fireboat laid himself open to the *riposte* which was so smartly and cleverly taken by the Colonial Secretary. At the outset Mr. Hewett congratulated His Excellency the Governor on the "very satisfactory financial condition of the Colony," though he immediately qualified that by lamenting the precarious nature of the source of our revenue, thus supplying the sugar coating to the unpalatable pill which must be swallowed. On the question of the military contribution, his observations were entirely in line with the views we have repeatedly expressed, but at this juncture we need not continue the futile operation of beating the air. Coming to the real questions of moment, Mr. Hewett offered a spirited plea for increased activity in connection with the construction of the Kowloon-Canton railway. It cannot be gainsaid that the earlier the British section is completed the earlier shall we be in a position to determine whether Hongkong is likely to benefit from the development of the extensive and fertile territory which at present is largely left to the hazard of nature. In a sarcastic reference, Mr. Hewett plainly showed the attitude of the Government towards a scheme which is calculated to involve an expenditure of between five and six million dollars. Instead of occupying the prominent position warranted by the potential importance it carries, the compilers of the Estimates, no doubt lost in admiration at their genius in readjusting the clerical form of the Budget, had relegated the railway scheme to the list of "non-effective and charitable services," where not one in a thousand might be expected to look for it. Fortunately the immediate result of calling attention to this example of official folly was the statement made by the Governor that in future the affairs of the Kowloon-Canton railway will be set forth in a special section to be provided in the Estimates, so that all who run may read. That promise will not be forgotten by the public, for during the past three or four years the funds of the Colony have been diverted from the Treasury and applied to the railway without a single word of explanation being offered. Indeed, sums amounting to tens of thousands of dollars have been withdrawn by command of the chief authority even before they had been voted by the Legislative Council and when it did ultimately become necessary to secure the vote *pro forma*, the explanation given for the high-handed and autocratic procedure adopted in the first place was so lame and undignified that it amounted to nothing more or less than a slight on the members of the Legislative Council. However, that is past and done with and we are assured of a straighter method of doing business in future, which is something to be thankful for and for which Sir Frederick Lugard deserves all the credit. With regard to the question of the fireboat it is difficult to understand Mr. Hewett's position when he described what is an undoubted necessity for the safety of the shipping in the harbour as a "luxury," particularly when it is borne in mind that Mr. Hewett represents the P. & O. Company in Hongkong. It may be that he was endeavouring to dissociate his private from his official capacity, but even then the wrench was too violent to be convincing. By all means let the land brigade be brought up to date, although one of the standing subjects of mirth in Hongkong would be lost thereby, but the facilities for coping with steamer fires in the harbour of the Colony cannot on any account be neglected or starved, even if the Volunteers have to go without new brass buttons for a twelvemonth. The suggestion that the Colony should float a loan in order to meet its extraordinary liabilities in preference to the imposing of fresh taxation, is directly opposed to the views held by the Government as expressed by His Excellency the Governor and also in opposition to the principle enunciated and adopted at recent meetings of the Straits Settlements Legislature. If the Colony were in a position to forecast with any degree of accuracy the probable conditions which will follow the settlement of the opium question, and if it could be shown that the resources of the Colony were likely to expand very materially as the result of trade prosperity, the question as to the advisability of raising a loan to meet present exigencies might be decided forthwith. But the situation at present is full of peril and complications. We are entirely at one with Mr. Hewett in believing that the proposed suppression of the opium trade by China is a delusion and a snare, that the real objects of the Chinese advisers to the Imperial Throne is to advance their own private interests. But Hongkong is bound hand and foot to the will of the British Cabinet, and who is to say that nearly a quarter of our revenue may not be withdrawn from us at any moment? Increased taxation is a burden that the people of Hongkong can ill afford to meet, but it seems to be the only course advisable in the absence of any clear indication of what the future holds in store for us. Mr. Hewett dragged forth the bleached skeleton of subsidiary colour and

put the whole thing in a nutshell when he said: "We cannot possibly dissociate our colour from that of the enormous Empire to which we are in close proximity." Exactly. If only a few of our rabid friends would only see it in that light. The Public Works Department naturally will see the scope, for criticism, and Mr. Hewett took full advantage of the opportunity to discuss the principles pursued in the erection of public buildings and the provision of works which are necessary for the well-being of the Colony and essential to its prosperity. He animadverted on the length of time required for the building of the Law Courts and the Post Office and while we might be inclined to agree with him on that point, it is difficult to follow his argument that these buildings constitute "an absolutely unnecessary waste of public funds." The question is whether it is better to devote an annual proportionate sum towards these new buildings or to vote the whole amount at once so that the buildings may be completed in a couple of years? And on the answer to that probably no two persons will agree. It was distinctly noted to have a Biblical quotation cited as an authority on the subject of dressing masonry, but we rather fancy that if Mr. Hewett gives another thought to the citation he will find that the circumstances under which the noise and clamor of hammers and axes were excluded from the precincts of "the house" do not apply in any respect to the erection of a Post Office or even the Law Courts, where profane law is supreme. We all regret, with Mr. Hewett, the postponement of the second section of the Typhoon waterworks scheme, and his views on the question of the necessity for a typhoon shelter will meet with general acceptance. Regarding the Observatory, it is evident that whatever views Mr. Hewett and his colleagues held as to the system of warnings, they are by no means bigoted, and they were well advised when they decided to abandon the project to institute further inquiries into the affairs of the Observatory. Would they have had the heart, even if they had the evidence, to scarily the work of a scientist who is compelled to live on a pittance which a ritualistic parson would regard with aristocratic scorn? There were several other points of interest in the long and important speech addressed by Mr. Hewett to the Council, but they can be dealt with on a future occasion. The only remark we would seek to offer is that with one or two exceptions Mr. Hewett, in dealing with the reforms contemplated, advanced reasons and arguments which we have time and again sought to inculcate, and on most of the questions brought forward submitted views which have been advocated in these columns. Mr. Osborne, who also spoke on the unofficial side, seemed to be obsessed by one idea—the construction of a typhoon shelter. Granted that such a work is of the utmost importance, it is nevertheless impossible to take the breaks off a Highlandman. The suggestion that the money which should be spent on a shelter was being frittered away in architectural luxury will not hold water. He referred to "structures like the Central and Western Markets too costly for our purse, unnecessarily good for their purpose." Is Mr. Osborne aware that the Central Market is one of the most remunerative institutions existing in Hongkong, that it has paid for itself twice over, and that every year sees the revenue derived from it enhanced? The Central Market unnecessarily good for its purpose? By all accounts it is not good enough. And if we are not mistaken Mr. Osborne was one of those on the Sanitary Board who showed sound reason for the extension of the poultry-cleansing section in order that the sanitary conditions might be improved. As a matter of fact, the Central Market is not sufficiently large for all the purposes for which it is required. Then, he would provide the growing district of Kowloon with a \$1,000,000 market, which would meet the needs of less than a tenth part of the inhabitants. Surely, this is a penny wise, pound foolish policy; for Kowloon is extending every day, and when the railway is in working order it will be the most populous district in the Colony. Neither can we agree with Mr. Osborne that the Chinese should be stinied in their water supply for the benefit of the typhoon shelter. Of course, if it is deemed desirable to encourage plague epidemics and foster infectious diseases generally, by all means reduce the water supply to a minimum, but that policy is scarcely likely to have the support of the thoughtful. On the subject of roads in Kowloon either Mr. Osborne was misinformed or the Director of Public Works was in the dark as to what was being done on the peninsula. We rejoice, however, to find that Mr. Osborne was in favour of fresh taxation if that were the only alternative to the raising of a loan, but his idea that a special tax should, if necessary, be imposed to provide for his *projet* was not quite so obvious. On the whole, the elected members of the Legislative Council made it clear that whatever their opinions, right or wrong, they had the will and the power to give them vivid expression, and after the dull scenes of sheep-like acquiescence to which we have been accustomed that is a feature which is not without its significance.

GURKHA NOTES.

THE TIPU.
The huddling ball-of-tomorrow will tell the tale so far as this season's gymnastics are concerned. And it will be the regret of many that the meetings could not be prolonged, especially considering that the sub-grimms are not likely to put in an appearance until quite late in the year. Looking back over the meetings that have been held during the last season we have had some really excellent acting.
It was very sporting of the owner to bring down Coxcomb so late in the season, and as things have turned out he has a very good chance to win the Cup outright. A word of thanks would not be amiss here to the handicapper, who, it is admitted on all sides, has performed his thankless task to a very creditable and efficient manner. I am sure the finish of the last mile and a quarter handicap was exciting enough for anyone, heads dividing the first three poles.
A few times that have been taken during the past ten days may prove useful to readers, who intend visiting the meeting and having a flutter.
Coxcomb, one mile canter, 18, last quarter 31.
Coxcomb, three-quarters of a mile, 1-38, last half mile in the splendid time of 1-11, last quarter 30. This gallop maker Coxcomb's chance appear particularly rosy in the Challenge Cup, and his style was incomparable, his rush up the last quarter being very fine.
Blue Nile has been galloping even better than ever and is looking in first rate order, his last half mile yesterday being cut in 1-1 and his last quarter inside 30.
My tip for the Challenge Cup will unhesitatingly be "Coxcomb."
For the once round, Nigel at 10-3, looks distinctly "hot stuff." Old Zapeer has been resurrected from somewhere, probably the dust heap, and is still plodding along as "lazy as ever."
Rust must win the five-furlong event. In fact there is only one pony in the race; the distance suits him to a nicety; the weight will suit him, and I take it Dupree will be the selected jockey. Anyhow this is a strong tip.
The only other racing event, the mile and a quarter handicap, may see an upset. It is about time that our sporting owner who lives half way up the Peak had an innings, and Septima at the weights may "upset the pot." He is a noted long distance pony and is very game. I fancy, however, he should be ridden right-up with his fief and not allowed to lag behind.

LOCAL AND GENERAL.

THE British Consul-General at Chefoo wires that all quarantine restrictions against Hongkong have been withdrawn.
THE British Consul-General at Batavia advises the Colonial Secretary, by telegram, that quarantine against Hongkong has been removed.
THE New York Census Bureau reports that during the year 1906-7 all the American manufacturers took 5,256,783 running bales of cotton compared with 4,820,990 in the year 1905-6. The stock held by manufacturers on Aug 31st was 936,279 bales compared with 688,312 on Aug 31st, 1906. The active cotton spindles were 16,741,407.
By kind permission of Lieut.-Col. W. Scott Moncrieff and Officers, the Band of the Third Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music during dinner, at the Hongkong Hotel, to-morrow, the 5th inst:—
March..... "To the Front"..... Home
Valse..... "Tender Anzour"..... Waldeisel
Selection..... "Nelly Nell"..... Caroll
Song..... "The Everlasting Yarn"..... Bryan
Overture..... "Merry Wives of Windsor"..... Nicolai
Valse (Lent)..... "Monte Carlo"..... Kellar
Selection..... "Haddon Hall"..... Sullivan
Dervish Chorus to the Sudan..... Nibbel
Regimental Marches.....
God Save the Queen.....
God Save the King.....
DETECTIVE *ergant Wilden*, of the Water Police Station made a haul of six Winchester rifles and 363 rounds of ammunition last night, and arrested two men—Ng Tai, a fireman on board the steamer *Hallan*, and Chau Sai To, the master of cargo boat 1950. This morning the two men were charged before Mr. C. A. D. Melbourne, at the Police Court, with being in unlawful possession of the arms and ammunition without police permission. This junk, it was alleged, has been suspected by the police for some time. Last evening, a raid was engineered with the results already known. Accused admitted possession, and were mulcted in the sum of £100 each.
As will be seen from our advertisement columns, the Evening Continuation Classes, which we are informed, is now a Sub-Department of the Education Department, are about to start shortly under the name Hongkong Technical College. The classes to be held are as follows:—(A) Engineering Section: Building Construction; Machine Drawing; Steam; Electricity and Magnetism; Applied Mechanics; Practical Mathematics; Field Survey, (B) Commerce Section: English; French; German; shorthand (including short course of typewriting); Bookkeeping (Elementary). (C) Science Section: Chemistry; Physics. Those marked with an asterisk (*) are new.
CHENG FU YAU, a fisherman, of fishing junk No. 18207, pleaded guilty at the Police Court, this morning, to being in possession of forty-five sticks of dynamite and 235 detonators and fuses without a permit from the police. The explosives were found by Policeman Barrie in a trunk which was hidden away in the hold of "accused's junk," which was at the point of leaving for O Bay last night. Mr. Heald, after looking up the Ordinance, said that accused was charged under Section 7 and that that Section gave him no power to forfeit the explosives. He remanded the case until to-morrow to go further into the matter. Accused was allowed bail in the sum of \$150.

THE HONGKONG TRAGEDY.

THE TRIAL CONTINUED.
The preliminary examination of witnesses in the trial of William Hall Adsett for the murder of Gertrude Dayton in August last, was resumed at the Magistracy, this afternoon, Mr. C. A. D. Melbourne presiding.
Mr. G. E. Morrell, Crown Solicitor, of Messrs. Denny and Bowley, appeared for the Crown, while Mr. Reginald Harding represented the accused.
The most important part of the evidence having already been heard and the curiosity of the sensation-hunters having been satisfied to their heart's desire, the crowd that watched the hearing this afternoon was small in comparison with that of a day or two ago, there being some vacant seats at the back of the Court.
Lai Shing, a big game clerk, employed by the Hongkong Hotel, was the first witness called. He said that on the morning of the 3rd ult. he sent some coolies to Blake Pier to receive some luggage which had arrived by the steamer *Eastern*. When the luggage arrived at the hotel it was placed in a hall.
Mr. Morrell—How long did the luggage stay in the hall?
Witness—About half an hour.
What happened then?—At about twelve o'clock a European called at the office and the counter clerk later gave orders to show the European to room 184.
What happened next?—The European asked for his luggage.
Did you tell him?—I took him to where the luggage was kept and he pointed out a large trunk (the *Saratoga*), a small box, and a suit case.
During this part of the evidence Adsett, who had had a hair cut and a shave, and still looking worn-out, was leaning over the dock, his leg resting on a chair provided him, listening very carefully to the evidence. When the witness referred to the *Saratoga* trunk which was brought into Court for identification purposes, he sank into his chair and scribbled something on a piece of paper which he handed to his solicitor. Throughout the rest of the afternoon he remained seated, propping up his chin, and peering through the bars of the dock.
Did you remove the luggage to room 184?—Yes.
Here the luggage, which consisted of two handbags, a large trunk and a smaller one, was brought into Court. The witness was then asked if he could identify the *Saratoga* trunk.
"It looks a bit old now," he said, "but it resembles the one I saw."
Mr. Morrell—No doubt. The trunk has since been fumigated and washed.
Can you identify the European who occupied room 184?—No. I only saw him once.
By Mr. Harding—He did not remember the names of the other passengers by the *Eastern*. He could remember each passenger's luggage as an entry was made in his books. He could not tell if the man who occupied room 184 was accompanied by a woman.
The next witness called to the stand was Chan Leung, a coolie employed on the fifth floor of the Hongkong Hotel. He spoke as to removing certain luggage from the hall of the hotel to room 184, and identified the luggage as that belonging to the European who occupied room 184. On the following day—the 4th August—witness was ordered to remove a trunk from room 184. He, with the assistance of other coolies, carried it to the lift, and saw it safely below. Later witness was again called and a European pointed to a camphor-wood box which he wanted taken to his room.
Mr. Morrell—You said you took that big box (the *Saratoga* trunk) to the lift on the morning of the 4th ult. Was anybody with it?—Yes, the guest.
Can you recognise the guest?—Yes (pointing to the accused).
You aided to recognise him in jail?—Yes.
Mr. Harding—Why did you fail to recognise him in jail?—Because there were too many men there.
Isn't it a fact that because that man is in the dock now you recognise him?—Yes.
If I were in the dock you would recognise me too?—No.
What is the difference in appearance between me and the accused?—He is a bit taller.
How long have you been employed in the hotel?—Three months.
Where were you employed before you went to the Hongkong Hotel?—On the *Fatshan* steamer.
And you never carried camphor-wood boxes on board the *Fatshan* steamer?—No.
Is not room No. 199 on the fifth floor?—Yes.
Is it not a fact that on 3rd August some luggage was taken to that room?—I did not see any.
Do you know what that box (the *Saratoga*) contained when it was brought to the hotel?—Clothing, I suppose. I never heard a box holding anything else.
At this point our representative left the Court. There is much speculation going on at the present time as to how long the trial will last. In all, we are informed that 28 witnesses have to be examined, and as these are still a few more to call it is expected that the trial will run well into next week.
The report of the Industrial Bank of Japan for the 11th ended June 30, states that the net profit, including 56,372 yen brought forward, after making necessary payments and deductions, amounts to 747,447 yen. Out of the net profit 90,400 yen was transferred to the reserve against losses, and 20,000 yen to the dividend equalisation reserve. After making these transfers the directors recommend the payment of 370,200 yen as a first dividend at the rate of 5 per cent. per annum. The amount now available is 266,447 yen, out of which 20,000 yen will be appropriated for remuneration of the officers, and a sum of 18,050 yen will be paid as a second dividend at the rate of 2 1/2 per cent. per annum. The balance, 61,397 yen, is to be carried forward. A branch office was established in Seoul, Korea, in March.

Telegrams.

(Reuters.)

The Japanese in British Columbia.
London, 3rd October.
The Dominion Government has decided to pay the Japanese claims, and \$6,000 compensation for which the Vancouver Municipality is held liable.
Mr. Keir Hardie in India.
Mr. Keir Hardie who is at present touring in Bengal, investigating the current, is reported to have said that the conditions of India are worse than Russia, and more horrible than the Armenian atrocities, and to have declared that India must be self-governing like Canada.
The English press strongly condemns Mr. Hardie's tour as most mischievous.
COWARDELY ASSAULT AT WANCHAI.
F. REIGNERS ATTACK A SCHOOL BOY.
A most cowardly, not to say unwarranted, assault was made at Wanchai yesterday on a fifteen-year-old school-boy, by name Chan Kam Sing, by two foreigners giving the names of Nonifacio Arligui and Lino Cardoso, both residing at 195, Queen's Road East.
From particulars to hand we gather that shortly after noon yesterday a number of scholars of the Wanchai Government School were on their way home for tiffin. As is natural with school boys all over the world they were jostling with each other in the street and chatting loudly. Passing the Wanchai Market they met Arligui, who was riding in a ricksha in the opposite direction. No sooner was his vehicle about to pass the boys he called out to the puller to stop and, springing out of the ricksha, attacked Chan Kam Sing viciously, punching him about the face, causing his mouth to swell. Cardoso joined Arligui at this juncture and administered a few kicks on his friend's behalf. The headmaster of the school—Mr. Young Hec—was called to the scene, and the foreigners were arrested. Such was the story related to Mr. Melbourne, at the Police Court, this morning, by a number of scholars when the foreigners were charged with assault.
"What did the complainant say to the accused to bring about this assault?" his Worship asked one of the witnesses.
"Nothing," was the answer. "We were going along the road speaking to Chan Kam Sing. He was wearing a new pair of European shoes and we were telling him how good those shoes were for football and asking him to come and have a game on Sunday."
Didn't you see the first accused—Arligui—holding a pair of new shoes in his hand?—We never saw him until he approached us.
Arligui, in his defence, said that the complainant and his friends called him a very bad name. He was on his way home, carrying a pair of ladies' shoes in his hand. When he was about to pass the boys he heard something said about new shoes, and he "thought" they were addressing him. Cardoso had nothing to say.
His Worship found both defendants guilty and fined them \$2 each.
FOURTEEN-YEAR-OLD GIRL A SUICIDE.
HANGS HERSELF TO A DOOR.
Seldom have we heard of children committing suicide in Hongkong, but that is what happened in the Central district late last night or early this morning.
A young servant girl, about fourteen years-of-age, named Chan Ping, employed by a family at 26, Lee Yuen Street East was found early this morning hanging to the end of a piece of rope in the kitchen. The child's body was discovered by one of the inmates of the house, who went into the kitchen to prepare the morning's meal. When the body was found it was hanging to a short piece of rope which had been looped over the hinge of a door and knotted securely beneath her chin. Evidently, the girl had stood upon a bamboo stool when she adjusted the knot and then kicked the support from under her. Her toes were but a few inches above the floor. Apparently when the rope began to tighten she repented her deed, for, we are given to understand, that her right wrist was woven in the rope above her neck and her fingers grasped the strands. Her wrist, it was stated, was cut by the weight of her body, and there were abrasions on her neck where the rope had cut into the skin.
The body was cut down and removed to the morgue, where a doctor certified that death was due to strangulation. It was impossible to-day to ascertain the cause of a girl of such tender years, as the deceased, taking her life, and it will be interesting to learn the details which drove her to such desperation.

SHIPPING AND MAILS.

MAILED DUE.

German (*Roon*) 8th inst.
Indian (*Footscarg*) 11th inst.
Indian (*Kumrang*) 16th inst.
The Mogul Line s.s. *Siba* sailed from Kowloon on 2nd inst., and is due here on 5th inst., at daylight.
The O. & S. S. Co.'s s.s. *Perla* sailed from Bangkok and is due to arrive at this port on 5th inst., at 9 a.m.
The N. Y. K. s.s. *Kaga Maru*, American Line, left Shanghai for this port on 3rd inst., and is expected here on 5th inst., at 9 a.m.
The I. C. S. N. Co.'s s.s. *Kumrang* left Calcutta for this port via the Straits on 30th ult., and may be expected here on or about 15th inst.

HONGKONG'S BUDGET.

FULL DISCUSSION IN COUNCIL.

UNOFFICIAL CRITICISMS.

MESSRS. HEWETT AND OSBORNE ON THE WAR-PATH.

CHINESE MEMBERS MUTE.

As briefly reported in last evening's issue the Colonial Secretary moved, at the meeting of the Legislative Council, the second reading of the Bill entitled An Ordinance to apply a sum not exceeding \$4,991,933 to the public service for the year 1908.

The Attorney-General seconded.

Of the unofficial members only the representative for the Chamber of Commerce (Mr. E. A. Hewett) and Mr. E. O. Osborne (Governor's nominee) addressed the Council on the Estimates for 1908. The remarks are appended.

MR. HEWETT'S SPEECH.

The Hon. Mr. Hewett—Your Excellency, the Estimates have now been before the unofficial members of the Legislative Council, and having had the advantage of hearing the remarks that Your Excellency made a fortnight ago, the unofficial members have since discussed these estimates, and I have been requested to reply for them, though some of the others will have remarks of their own to make. In the first place I think we may sincerely congratulate Your Excellency on the very satisfactory financial condition of the Colony as set forth in the Estimates now before us. Of course, as we are aware, and Your Excellency has pointed out, a very considerable proportion of our revenue is of a precarious nature, more particularly that portion derived from land sales and from the opium monopoly. At the present moment it is unquestionable that trade and business in general are very much depressed. If we required any proof of that statement it is found in the fact that a first class stock is much depressed and the assessment of property in the city of Victoria is some four per cent. below what it was last year. It is very evident that that increasing expenditure and still further reductions in the revenue to which Your Excellency has referred this year and to which your predecessor referred last year may continue and that the whole of the finances of this Colony will have to be reconsidered. There is therefore one point to which I particularly wish to draw attention. I refer to the question of the military contribution. This was a very old and burning question, as long ago as the sixties, when one of my predecessors in this Colony first resisted the imposition of the military contribution by the Home Government upon this Colony, and later the same gentleman has spoken against it in the House of Commons. Since then it has been repeatedly discussed and unofficial members have repeatedly complained of the excessive amount which we are called upon to pay by means of the presence of a garrison adds to our prosperity, but the garrison is not maintained for our purposes but for Imperial needs and not entirely for the benefit of the Colony. We do not consider that because we happen to be a Crown Colony we should be called upon to contribute one-fifth of our total revenue for military contribution, especially when we see self-governing colonies infinitely wealthier than ourselves only paying a very trifling amount or nothing at all towards a military charge. With all due respect to the power who has levied this exaction upon the Colony, I cannot but compare it to the nature of the stand-and-deliver demand from the highwayman who suddenly appears before us, puts a pistol at our head, and says "pay twenty cents in the dollar" while we have to see what consolation we may find in the thought that we have still 85 cents left for our own needs. The question of the military contribution is one which deserves consideration at an early date. I for one think and have always maintained that it is correct that the Colony should contribute something towards the Imperial troops, but for a small colony the sum of \$1,200,000, as is the amount of our contribution this year, is excessive. There is one charge which falls under the head of military contribution, with which I am entirely in accord. That is the vote of 46,000 towards the V.I. interests. I will not repeat what I have already said on this subject. It is very pleasing to learn that recruiting is going on satisfactorily, but it is discouraging to find that when the Government proposes to found an infantry company so few of the younger members of this community come forward. I feel very strongly on the subject of the Volunteers from my past experience. I can only trust that the younger members of the Colony will come forward, knowing that the Government is straining every nerve to improve the status of Volunteers, and enlist as they should. With regard to the Kowloon Railway, to which there has been very considerable reference, we are all agreed that it is sound business policy to press forward the construction of this railway as promptly as possible and if Your Excellency, during the following year should find it necessary to call for an extra vote to meet the needs of the railway, I am quite sure the unofficial members will be only too glad to give it their support. It was hoped that when this railway was commenced that the work would be completed within three years, but at the present rate of progress I do not see how it would be completed before five years. I understand that it is not a want of funds which is responsible for the delay but the want of trained foremen to supervise the detailed work. I understand that Your Excellency, since the last meeting has visited the whole route of the railway and as it is a matter very near to your heart we feel confident that every effort will be made to press on with the work under your guidance. As we are aware it is of vital importance that the railway should be constructed and opened at the earliest possible date. It is estimated that within three years the section from our frontier to Canton

will be completed and it is imperative that our point of view should be ready at the same time. Those of us who have had experience in North China, Japan, and Indo-China are aware of the great development which follows the opening of railways and the enormous advantages to trade which accrues from any system of railways in the Far East. We are confident that the early opening of this railway must benefit not only the Colony but the Hinterland as well. With regard to the floating fire engine, the vote for which appeared in the Estimates last year, and has been re-introduced this year, I pointed out last year that, in my opinion, a floating fire engine was a luxury. It would be a good thing, as a second fire engine is required so rarely, that the money should be expended in other directions. It has been suggested that further improvements are required in the fire department—that more powerful engines are required. I do not know whether it is the case or not, but I believe that Your Excellency has given this matter your personal attention. If it is imperative that more land engines be provided then they should be purchased. If not I would suggest that the money can be better spent in other directions than in building land engines. With regard to what Your Excellency stated with regard to loans and taxation generally the unofficial members are entirely of one mind that it is inadvisable to pay for public works out of loans unless absolutely necessary. That necessity has not arisen at the moment. We also agreed that it is most inopportune to increase taxation. If it is necessary to raise fresh funds during the course of the next year the unofficial members are unanimously agreed that it would be advisable to do so by means of a small loan instead of by increased taxation. With regard to the question of revenue, as Your Excellency showed in your speech of a fortnight ago, our sources are very precarious, and we have reason to believe they will be still more precarious in the immediate future. I think it would be opportune, representing the interests I do in this Chamber, to remind Your Excellency of the views of the Chamber of Commerce. A letter was addressed to the Government quite recently concerning the state of the opium trade. The attempt made by the Chinese Government to put down the cultivation and consumption of opium in their own country would, I feel sure, be warmly supported by the Treaty Powers of China—certainly by the British Government—if the movement were a genuine one, but we must not allow the Chinese Imperial Government to take advantage of this movement which has arisen partly in China and partly at home, to benefit their own trade at the expense of foreign trade. We know that the trade for many years has been very important not only for this Colony but for the great empire of India, and we also know that the Chinese provincial officials have done everything in their power for many years past to discourage the foreign opium trade, not because they were opposed to opium but because they saw in the foreign opium trade a very active agent working against their own personal interests. It is to the interest of the Chinese opium cultivator that the foreign opium should not compete against them. Foreign opium is carried throughout the whole empire free of tax and other duties on the passes issued by the Imperial Maritime Customs. That represents so much loss to the provincial officials and they do not like it. We know that many of them are taking advantage of what ought to be an honest attempt, to benefit their own interests. We have reason to believe that many are not sincere in their wish to put down production and consumption of opium but are working for their own pockets. With regard to subsidiary coinage we hope that the experiment made by the Government in spending \$30,000 to \$40,000 a year in purchasing Hongkong subsidiary coinage will have the desired effect of rehabilitating our coinage at an early date. We are not yet in a position to say whether it will be a success or not. If it fails the Government will have to reconsider the question. In the meantime we are anxiously awaiting the report of the committee appointed by Your Excellency to consider this most important matter. The Chamber of Commerce addressed the Government last May on the subject. We pointed out that whatever steps may be taken by the Hongkong Government can only be of a local and temporary nature. We cannot possibly dissociate our coinage from that of the enormous empire to which we are in close proximity. The only real cure is to insist upon carrying out the provisions of the Mackay Treaty so that all mints shall be placed under imperial control and that there shall be a uniform coinage for China. Coming to the very important question of public works, on which a large proportion of our revenue is spent, I regret to say that after careful and deliberate consideration, I cannot consider that the present state of affairs is at all satisfactory. Year by year we see important works appear in the estimates and then, withdrawn; nothing done, or very little done, and the estimate carried on till next year—and so it goes on. I think myself, and after all due deliberation, that a great part of this delay might easily be avoided. There is unquestionable delay in the construction of Government works, notably the Law Courts and the Post Office. They are very prominent works at the present moment. Apart from the necessity of preparing plans, sending them home for approval and receiving them again, there has been unnecessary delay. I find that the estimates for the Law Courts appeared in 1900 and we were told by Your Excellency that two years longer would be required to complete the Law Courts. At the present time, supposing the estimate is not exceeded, the Law Courts cost seven lakhs. Including \$600,000 put down for next year, the sum of \$550,000 will have been spent. There still remains \$400,000 to complete the building. I think it is quite reasonable to suppose that the Law Courts will take at least another two or three years before they are completed. And the same with the Post Office. It first appears in the estimates in 1903. Here again we have \$500,000 included in the estimate for next year, that is to say that in 1908 hardly more than half the appropriation for the Post

Office shall have been expended. We are asked to believe that it will be completed in two years, but it is more likely to be three or four years before it is inhabited. I submit that it is an absolutely unnecessary waste of public funds, that such large sums have been put into public buildings from which we get no return. We understand that these sums have to be spent and these buildings should be occupied as quickly as possible. Thus the Law Courts will have taken nine or ten years to complete and the Post Office seven or eight perhaps more, and in the meantime the Government are paying rent for the large building where part of the Government offices are located. A large profit has been lost to the Government during all these years through delay of the sale or rental of the land at present occupied by the Law Court and Post Office. This is very bad financing. There is another point that adds very much to the delay, the fact that the works are each in the hands of one contractor, and that contractor is allowed practically unlimited time in which to carry out the work. In addition to the time spent in laying the foundations, and preparing the plans, etc.—presumably the foundations are laid after the plans have been completed—there is a good deal of delay in the preparation of the building material. The delay which is caused by bringing rough stone from the quarry and putting it in the narrow open spaces in front of the buildings to be dressed before being placed in position is incredible. My office is near the Post Office and I can see that the work does not progress as it should, while the cutting of the stone is a serious nuisance to anybody living in the neighbourhood and affects a large section of the business community at the present time. I have all ways marvelled ever since I came to Hongkong—many years ago—why Government buildings should be erected on this happy-go-lucky principle. One would have thought that they would have drawn upon the wisdom of the ancients and would have learned possibly to prepare building material in advance so as to get on rapidly with the work as did the ancient builders of whom we read: "The stone was made ready before it was brought so that there was neither hammer nor axe nor any tool of iron heard in the house while it was in building." That seems to be the practical way to deal with the situation. It is incredible that after two to three thousand years our Public Works Department should not have learned the lesson. I can only say that no business firm would undertake to build a new office for itself and wait eight or ten years for the completion of the building. It would be most unbusiness-like. They could not afford to build on these lines. It is with very great regret that I learn that the second section of the Tyam scheme has been delayed. It is quite true we have to cut our coat according to our cloth. It is true that at the moment we have plenty of water. The last two seasons we have had late rains which have filled the reservoirs at the beginning of the dry season. In the past we have had a succession of dry seasons and if we are to have another dry spell it does not follow that we shall not have another severe water famine. It seems most desirable that the scheme should be completed as quickly as possible. The same applies to the reclamation of insular areas which is stopped for want of funds for another year. Another small but most important point is in connection with the raising of nullahs, for which there is an allowance of \$500. I trust that everything possible will be done to proceed with this work as soon as possible. With regard to the typhoon shelter, it is most disappointing that Your Excellency in the first place informed us that the present estimate for the work is nearly double what we were led to believe it would be. It was also disappointing to be told that during the next eighteen months it was not expected to spend more than the small sum of \$15,000 when the typhoon shelter is urgently required. We trust that the work will be proceeded with as promptly and rapidly as possible. The Legislative Council is entirely in the dark as to how the sum of \$1,100,000 has been arrived at, when a previous estimate of \$800,000 was put before us. We do not want anything elaborate. We want an efficient breakwater sufficiently high to give protection to all the boats in the harbour and to look ahead for the next 50 years. In the meantime, whether the scheme is completed or not, it is still desirable that a small breakwater on this side of the harbour should be maintained, and that being so Causeway should be dredged. At the present moment it is so shallow that about one-third is lost and a large number of boats are compelled to lie outside. On nine out of ten occasions the protection afforded is sufficient, but leaving out of the question the disastrous typhoon of last year I remember a number of typhoons which blow heavily from the west and boats which took refuge outside would have been inevitably wrecked by such storms. We consider the dredging of Causeway Bay is a matter of urgency. With regard to the condition of streets, I spoke on that subject last year and I am glad to find that certain suggestions which I made have been acted upon. These, however, are only details, the question of the general condition of the streets remains the same. I maintain we should no longer have macadamised roads in the colony. It cannot be contended that the question of wood paving is still in the experimental stage in view of the fact that at different sections have been laid down in Hongkong for a considerable time. In other cities where similar climatic conditions prevail wood paving has proved absolutely satisfactory. Wood paving would be particularly useful on many roads in Hongkong and it might be laid along the tramway track. At present the condition of this track is most unsatisfactory and will remain so under existing conditions. As a case in point I might refer to the section in Ice House Lane from Queen's Road to Des Voeux Road which is subject to very heavy traffic and is constantly undergoing repair. It would be interesting to know what cost has been incurred in repairing that small section during the past twelve months. I think it probably would have cost a long way to

wards wood paving. The initial expense of wood paving is heavy, but once laid it would last for years. Respecting the Land Office at Taiipo, I trust that it will not be long before permanent buildings are erected there. Presumably Taiipo will remain the headquarters of the Government in the New Territory and if that be so permanent buildings should be erected. At the present time some of the staff are living in bungalows which is not a proper form of dwelling for Government officials who have to work hard during the day. Besides it is most wasteful, as they are often destroyed by typhoons, to say nothing of occasional fires such as were experienced a few weeks ago. On the subject of a Blake Pier shelter I trust it is introduced in the estimates for the last time. It is a small affair and there is no reason why it should not be carried through as speedily as possible. Before I leave the question of public works I can only repeat that I consider the works are unduly prolonged and dragged over an undue period of years. It is a wasteful and thriftless sort of policy to follow. Every year important public works are demanded and still works ten or fifteen years old are in the estimates. I am very glad to hear that Your Excellency has at last solved the question of communication with Gap Rock and though a cable is not a very satisfactory means of communication it seems to be the only one possible under the circumstances. We trust that the communication will speedily be restored. The new system of storm signals has proved entirely satisfactory. Your Excellency has made no reference to the Post Office at Tientsin which, it appears from the Press, was to be closed. It would be interesting to have an official statement on the matter. In the present estimates there is the sum of \$5,190 for the Tientsin agency. Speaking for the Chamber of Commerce we recognise that it is not reasonable to ask ratepayers to incur any excessive expenditure for such a service. It is part of a system of postal agencies which the British Government have maintained in different parts of China, and it has been repeatedly set forth that it is a most important office to maintain, not only on account of Imperial policy but also for very practical reasons that merchants wish to have some reliable post office under their own flag through which they can send their correspondence. With regard to the Observatory unofficial members do not consider that it is necessary to have a committee appointed provided they are satisfied that the equipment is all that it should be. We are prepared to leave the matter in the hands of Your Excellency. I can only state that we much appreciate the steps you have already taken to improve communication with Indo-China. I think it may be worth your while to consider whether communication cannot be improved between Manila and Hongkong. The number of telegrams is limited, but it could be increased if the Government are prepared to give a small sum. In any case we feel satisfied that entirely friendly relations will continue with those Jesuit Fathers at Sicawei and Manila to whom we owe such a debt of gratitude. At the last budget I spoke on the question of salaries and I am glad to find that since then the Secretary of State has agreed to the principle that for the present the members of the Civil Service should not be paid less than ten dollars to the £. Coming to the form in which the estimates are presented, there has been as Your Excellency is aware a very great improvement during the last two years. There are one or two small points to which I would like to call attention. In the first place there is the question of indexing. I am afraid that the indexing of Government documents is very defective. To a man who wishes to consult estimates in a hurry it is annoying to have an experience such as I had the other day. I was looking up the index in connection with cemeteries. I expected to find the item I was searching for under the heading of "C" but after some trouble I found it under "P." I cannot possibly conceive an index drawn up on these lines. Another point in the estimates is under the heading of public works, under which three overseers were mentioned. Evidence given before the late Commission showed that the whole time of an Executive Engineer was taken up in attending to work for the Building Authority while such little time as was left over was devoted to the question of a garbage destructor or to the resumption of insanitary properties. All duties carried out under the Building Ordinance. There are no doubt others equally engaged. If the three overseers are placed under a special heading, why not all. They are all P.W.D. officials who are doing special sanitary work. I course, the recommendation of the Commission was that they should be transferred to the Sanitary Department. I would like to point out to Your Excellency it would be a very great convenience if it could be arranged that when presenting estimates before the Council a statement should be given showing where estimates of works are likely to be exceeded. We find here, for instance, "Law Courts \$758,000" but nothing to show whether this sum is likely to be exceeded. In one case Tyam Tuk first scheme exceeded the estimated cost by \$50,000. That is a very large excess. The original estimates may also be exceeded in connection with the Law Courts and Post Office. Another suggestion I wish to make in connection with public works, in order that the finances of the Colony be best administered, is that the original estimates should be adhered to. If there is any reasonable ground for supposing they are not, it would be well that a statement to that effect should be made. I had it in my notes, Sir, to refer to the manner in which expenditure on the railway was entered in the financial statement, or rather the way in which it had not been entered. The original financial statement, as placed before the Council, showed a loan of one million one hundred thousand odd pounds, and against that the sinking fund of £200,000 is entered. As Your Excellency explained in your speech, the sinking fund did not exist as that money was being devoted to the railway. Your Excellency further referred

Today's Advertisements.

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E. RALPHS,
Director.Queen's College,
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J. ROSE, MATHESON & CO., LTD.,
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Hongkong, 4th October, 1907. [897]

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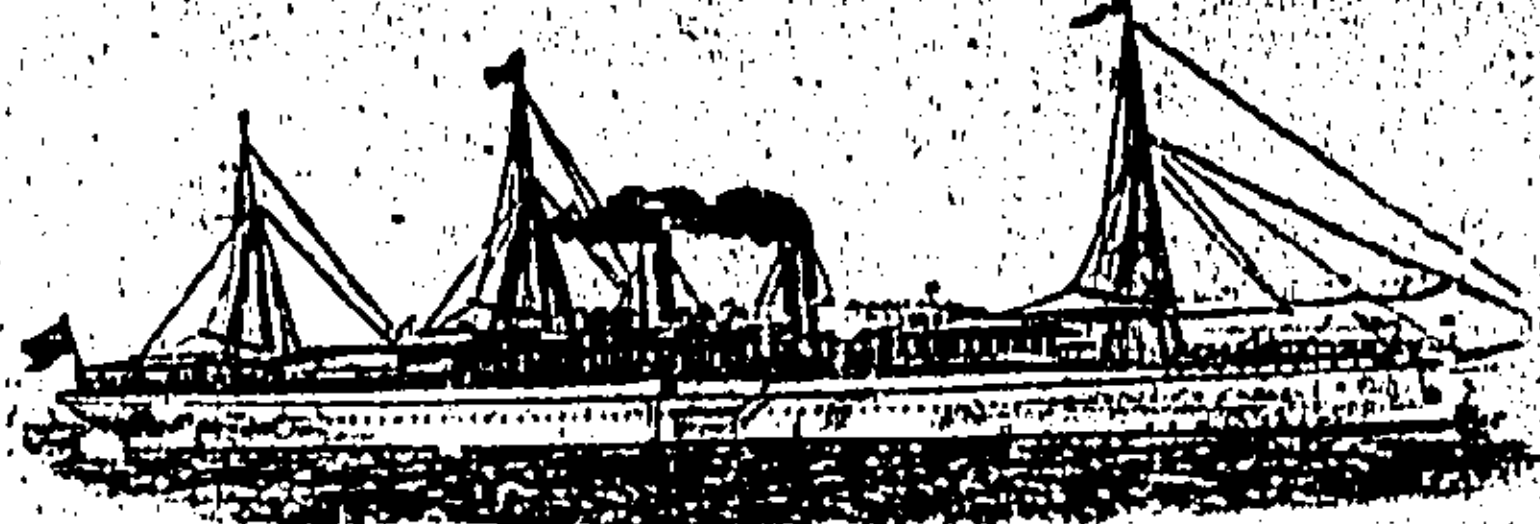
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SHANGHAI VIA NINGPO	LUONGSANG	FRIDAY, 11th Oct., 4 P.M.
SHANGHAI VIA NINGPO	CHONGSHING	SATURDAY, 12th Oct., Noon.
TIENSIN	FOOKSANG	TUESDAY, 15th Oct., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	YUENSANG	FRIDAY, 18th Oct., 4 P.M.
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N.B.—To assure the additional comfort of

passengers the steamers of the Company have

electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 1st October, 1907.

(88)

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER. |

"KWONG SAI" Capt. E. S. CROWE. |

Leave Hongkong for Canton at 9 every

evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every

evening, (Sunday excepted).

These Fine New Steamers have unequalled

Accommodation for First Class Passengers and

are lit throughout by Electricity. Electric Fans

in First Class Cabins.

Passage Fare—Single Journey 5s. |

Meals 5s. 2d each |

The Company's Wharf is situated in front of

the New Western Market, opposite the old

Harbour Office.

YUEN ON S.S. CO., LD.

and

SHIU ON S.S. CO., LD.

No. 8, Queen's Road West.

Hongkong, 2nd July, 1907.

(61)

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
— VIA —
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	Sailing.
Kumeric	6,333	D. Baird	25th Oct.
Shammut	9,600	E. V. Roberts	6th Nov.

* Cargo only.

CHEAP FARE, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shammut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents

Queen's Buildings,
Hongkong, 4th October, 1907

(12)

Intimations.

HUMBER

CYCLES.

THE BEST IN THE

WORLD.

Cycles Makers

BY

ROYAL WARRANTS

TO

H.M. KING EDWARD VII.

AND

H.R.H. PRINCE OF WALES.

WITH THE LATEST, BEST 3 SPEED GEAR,

GEAR CASES AND DUNLOP TYRES.

From \$120 to \$150 each.

GUARANTEE FOR 3 YEARS.

WILL CLIMB ANY HILL ON THE LOW GEAR.

Portsmouth Evening News:—"For 38 years the name of the HUMBER has been as a guarantee of good workmanship."

DRAGON CYCLE DEPOT,
AGENTS,
11, D'AGUILAR STREET and KOWLOON.
Hongkong, 19th July, 1907.

(467)

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$5.00 per Cask

ex Factory.

In Bags of 50 lbs. net \$8.00 per Bag

ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 3rd October, 1907.

(41)

HONGKONG'S BUDGET.

(Continued from page 5)

In your speech to the possibility of a further loan having to be raised, and mentioned the sum of £4,500 for interest which, supposing the new loan is raised on the same terms as the last at 7½ per cent. per annum, represents the sum of £125,000. I think it would be certainly interesting if Your Excellency would explain whether it is probable that an extra sum of this amount will be asked for. I would suggest that in future proper statements should be made of the amount to be expended during the current year in the case of any very important public works. At the present moment, owing to the way the estimates are put before the Council, no one could possibly suppose the Government were engaged in an important railway construction. In page 88, under the somewhat discouraging heading of non-effective and charitable services—I trust that is not prophetic—is mentioned the sum of £3,850 on railway construction. That is the only reference made in the estimates to the fact that the Government is engaged in a big railway scheme going to cost five or six millions. I regret having detained this honourable Council so long, Sir, but it appeared desirable to make the remarks that have occurred to me. There is yet one more subject to which I will refer. In Happy Valley there are many who have done good work for the Colony—not only for the Colony, but for the Empire at large. And it should be our pride as well as our duty to maintain the monuments erected over them. The gardens are really in excellent order, but many of the graves have been allowed to gradually disappear into flower beds and shrubberies. I think careful examination of the ground will justify the assertion made. Within the past few years, a sum has been set aside for the re-lettering of the graves of all grades from the high official to the blue-jacket and private soldiers who lost their lives through wounds or disease in the service of their country, and also a large number of civilians who have done good work for the Colony. I think we should keep their memory green by retaining the memorials of those who so generously sowed where we now reap.

THE TYPHOON SHELTER.

Mr. Osborne said:—Sir, On the evening of 22nd September, 1874, to quote from Dr. Ellet's History of Hongkong, the severest disaster that ever befell Hongkong since 1841 was a typhoon of unprecedented suddenness and power, which resulted in business being at a complete standstill for several days. Over 2,000 lives were lost within the space of 6 hours, and 35 foreign vessels, trailing in their anchors, were wrecked or badly injured. The screams of Chinese in distress on the water were heard by residents on the upper levels of the town, to rise above the terrific din of the storm. The amount of property destroyed in Hongkong within those 6 terrible hours was estimated at five million dollars.

But very little was done to utilize the lessons taught by this typhoon. Change these figures, Sir, into a duration of two hours, exacting a toll of probably 10,000 lives, with twenty millions worth of property, and Dr. Ellet's picture of 1874 portrays exactly the disaster that befell this Colony just over a year ago. The purpose of my quotation, however, lies, not in raking amongst painful reminiscences, but to give point to Dr. Ellet's concluding sentence that very little was done by the citizens of that day, to profit by the lessons taught them; and I wonder to myself how far the future historian will truthfully per such words of us.

The history of Hongkong, Sir, is burdened with records of these dangerous storms, meaning so much to those whose lives are passed upon the frail craft that ply the waters of our harbour; so much to shipping, the life blood, as we are apt to put it, of a Colony boasting the largest tonnage in the world.

And what have we, with the lessons of 1874 and subsequent typhoons before us, what have we done to nourish this life blood, to protect the craft so essential to its being; to preserve that port against the evil reputation of being a dangerous anchorage?

From the records of the Observatory now 25 years old, it would be interesting to learn how many times during that period, we have suffered actual contact with typhoons and how many times they have, so to speak, grazed our door. And what have we done during those 25 years? Absolutely nothing; indeed, worse than nothing because we have permitted the Causeway Bay shelter, built in 1883 by men who, notwithstanding Dr. Ellet's strictures, were in this respect better men than we, who have permitted this shelter to sit up to such an extent, that at low water a large proportion of it is dry land.

A year ago public and official opinion were agreed that a new shelter was a work of urgent necessity, and a new shelter was accordingly decreed, but a year has gone, Sir, and this work of urgent necessity has apparently not passed the initial stage of plans and discussion.

From your Excellency's remarks when introducing the Estimates I gather that the break-water is to cost \$1,400,000 of which \$150,000 are provided for next year. The figures, Sir, are ominous; fourteen hundred thousand dollars, at \$150,000 a year, means 56 years to complete, and were it not for your Excellency's promise that more than \$25,000 will be spent in 1908, I should be inclined to judge from its beginning, that the end of the scheme was a very long way off.

It has always appeared to me that, considering the modest sum generally available for public works, we spend too much in the direction of permanence and grandeur.

From the Engineer's point of view no doubt the most expensive work is in the long run the cheapest, and it certainly reflects greater credit on its author, but from the other point of view, that of the community, cheapness is the protection of municipal improvements, and


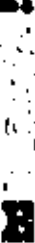
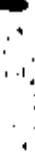
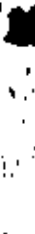




cheapness, although it might be said to be really the value of imposing and substantial public buildings, I think in our circumstances we would profit more were we to utilize what little money we possess, rather in satisfying the people's needs than in gratifying our own

WEATHER FORECASTS AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on mast in front of the Water Police Station Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.

1. A CONE point upwards		Indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and 1 LUM below		Indicates a Typhoon to the North-West of the Colony.
3. A DRUM		Indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below		Indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards		Indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below		Indicates a Typhoon to the South-West of the Colony.
7. A BALL		Indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below		Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following URGENT Signal will be made at the Water Police Station, and repeated at the Harbour Office:

THREE EXPLOSIVE BOMBS, AT INTERVAL OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

- Three Lights Vertical, Green Green Green indicates that a typhoon is believed to be situated more than 300 miles from the Colony.
- Three Lights Vertical, Green Red Green indicates that a typhoon is believed to be situated less than 300 miles from the Colony.
- Three Lights Vertical, Red Green Red indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of information conveyed by this signal being published by signal.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and people on Ocean Vessels, a Cone will be exhibited at each of the following stations during the night, that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Wanlan.	Sau Ki Wan.
Spauley.	Sai Kung.
Cape Collinson.	Sau Tan Kot.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Light Houses.

F. G. FRASER.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KAPOOR & Co. Connected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation (new)	20,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.707, 67	{ 2 1/2 % for 1 year and 1/2 % for 6 months @ ex } 2 1/2 % for 1 year and 1/2 % for 6 months @ ex	{ \$145 ex new is } { \$40 new issue } { London 27 1/2 % } { ex new issue }
National Bank of China, Limited	10,000	750	750	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	750	750	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
North China Insurance Company, Limited	10,000	750	750	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Union Insurance Society of Canton, Limited	12,400	350	350	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Yangtze Insurance Association, Limited	8,000	100	100	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	1100	1100	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Hongkong Fire Insurance Company, Limited	8,000	250	250	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	225	225	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Douglas Steamship Company, Limited	20,000	150	150	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Hongkong, Canton & Macao Steamboat Co., Ltd.	70,000	115	115	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	25	25	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Shanghai Tug and Lighter Company, Limited	100,000	15	15	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
"Shell" Transport and Trading Company, Limited	1,000,000	1	1	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
"Star" Ferry Company, Limited	10,000	115	115	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Taku Tug and Lighter Company, Limited	30,000	15	15	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
REFINERIES.								
China Sugar Refining Company, Limited	10,000	100	100	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Luxon Sugar Refining Company, Limited	7,000	100	100	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Perak Sugar Cultivation Company, Limited	7,000	100	100	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Raub Australian Gold Mining Company, Limited	150,000	1	1	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	10,000	225	225	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	250	250	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Hongkong and Whampoa Dock Company, Ltd.	10,000	250	250	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Shanghai Dock and Engineering Co., Ltd.	55,700	100	100	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Shanghai and Hongkew Wharf Company, Limited	36,000	100	100	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	100	100	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Astor House Hotel Company, Limited (Shanghai) ..	10,000	250	250	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Central Stores, Limited	50,123	25	25	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Hongkong Hotel Company, Limited	12,000	250	250	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Hongkong Land Investment and Agency Co., Ltd.	50,000	250	250	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Humphreys Estate & Finance Company, Limited	150,000	250	250	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Kowloon Land and Building Company, Limited	1,000	250	250	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Shanghai Land Investment Company, Limited	78,000	100	100	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
West Point Building Company, Limited	12,500	250	250	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	250	250	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	250	250	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
International Cotton Manufacturing Company, Ltd.	10,000	250	250	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	250	250	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Soy Chee Cotton Spinning Company, Limited	7,000	250	250	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	7,604	12 1/2	12 1/2	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Campbell, Moore & Co., Limited	1,200	10	10	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
China-Borneo Company, Limited	10,000	10	10	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
China Flour-Mill Co., Limited	4,000	10	10	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
China Light and Power Company, Limited	100,000	10	10	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
China Provident Loan & Mortgage Company, Ltd.	100,000	10	10	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Dairy Farm Company, Limited	25,000	10	10	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Green Island Cement Company, Limited	100,000	10	10	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Hall & Holtz, Limited	21,000	20	20	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Hongkong Electric Company, Limited	60,000	10	10	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Hongkong Ice Company, Limited	5,000	125	125	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Hongkong Rope Manufacturing Company, Ltd.	50,000	10	10	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Maatschappij tot Exploitatie van de Luchthaven van Hongkong ..	25,000	10	10	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Peak Tramways Company, Limited	25,000	10	10	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Peak Tramways Company (new)	25,000	10	10	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Philippine Company, Limited	67,500	10	10	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Shanghai Gas Company, Limited	24,000	10	10	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Shanghai Horse Bazaar Co., Ltd.	115,500	10	10	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Shanghai Pulp and Paper Company, Limited	4,500	100	100	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Shanghai-Sum-tsa Tobacco Company, Limited	30,000	20	20	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Shanghai Waterworks Company, Limited	3,125	20	20	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
South China Morning Post, Limited	7,200	35	35	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Steam Laundry Company, Limited	30,000	35	35	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Tientsin Waterworks Company, Limited	2,600	100	100	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Union Waterboat Company, Limited	50,000	10	10	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
United Asbestos Oriental Agency, Limited	10,000	10	10	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
Watson, (A. S.) & Co., Limited	10,000	10	10	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51
William Powell, Limited	15,000	10	10	\$1,750,000	\$1,750,000	\$71.2 3/4	\$2 London 3 1/2 % for 1907	\$51

* These shares are entitled to half of the profits.

Halls.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON.
HAYAT, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "NERA,"
Captain Schmitz, will be despatched for Marseilles on TUESDAY, the 19th October, at 1 P.M.
This steamer connects at Colombo with one of the Company's Australian steamers bound for Marseilles via Bombay and Aden.
Passage tickets and through bills of lading issued for above ports.
Cargo also booked for principal places in Europe.
Next sailings will be as follows:
S.S. "YARRA" 25th Oct.
S.S. "ARNEST SIMONS" 29th Nov.
S.S. "TONKIN" 10th Dec.
S.S. "POLYNESIE" 24th Dec.
S.S. "TOURANE" 31st Dec.
G. DE CHAMPEAUX,
Agent.
Hongkong, 2nd October, 1907.

THE AMERICAN AND ORIENTAL LINE
FOR NEW YORK
(With liberty to call at the Malabar Coast).
THE Steamship
"HEADLEY,"
will be despatched for the above Port, on or about TUESDAY, the 22nd October.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 2nd October, 1907.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, GUYANA, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERICAN
AND SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA."
Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., 10-MORROW, the 5th October, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. "Victoria," 6,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Sea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Patria" due in London on 16th November, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 4th October, 1907.

Intimations.

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Hongkong, 16th May, 1907.

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